

RG29.101
A93



MOTOR TRUCK FACTS

1944 EDITION

AUTOMOBILE MANUFACTURERS
ASSOCIATION

MAR 10 45

ARC29.101 A93

1944 c.1

Ref. - Tech
AH 8

Motor Truck Facts

1944 EDITION

"I have seen American trucks carrying the war to the enemy in every combat theatre. In China, India, in Australia and the islands of the Southwest Pacific, in North Africa and England, trucks and truck drivers have done and are doing a magnificent job."—Lieut. General Brehon Somervell, a statement made some time before the invasion of France.

Six weeks after D-day General Somervell said:

"From the Normandy beachhead up to the St. Lo front we are almost entirely dependent upon truck transport . . . almost every pound of supplies must move by truck when landed overseas. . . . Continued Allied bombings have destroyed many railroads in France and the Germans will destroy others as they retreat, so that again a premium will be placed on truck transport as the Allies push forward in France. . . . (With reference to the Italian front) our supply lines by truck have kept a constant flow forward of ammunition, food, gasoline for our planes, medical supplies, and all of the 700,000 items of supply our troops require. . . . Our guns will be pulled and the supplies and troops will move into Berlin and Tokyo by truck . . ."

On the home front the flexibility and speed of truck transportation, along with mass rail transportation, have kept raw materials, parts and sub-assemblies moving to the war plants and finished products flowing out to their domestic destinations and to shipside for the armies of the United Nations.

As the largest group of truck users, 34% of all trucks, farmers have hauled record volumes of agricultural produce to markets to feed the army of war workers at home and the army of fighters at the front.

This, the sixth, edition of this booklet presents factual data recently become available on the truck industry, as a producer of combat and transport equipment and as an essential transportation arm of our economic body.

MOTOR TRUCK COMMITTEE

AUTOMOBILE MANUFACTURERS ASSOCIATION

830 Transportation Building

Washington 6, D. C.

Automobile Manufacturers Association

Officers

President.....	Alvan Macauley.....	Packard Motor Car Company
Vice-President.....	Paul G. Hoffman.....	The Studebaker Corporation
Passenger Car Division		
Vice-President.....	Robert F. Black.....	The White Motor Company
Commercial Car Division		
Advisory Vice President.....	Alfred Reeves.....	New York, N. Y.
Secretary.....	Albert Bradley.....	General Motors Corporation
Treasurer.....	George W. Mason.....	Nash-Kelvinator Corporation
General Manager.....	George W. Romney.....	Detroit, Mich.

Motor Truck Committee

Robert F. Black, Chairman.....	The White Motor Company
I. B. Babcock.....	G.M.C. Truck & Coach Div., General Motors Corporation
E. J. Bush.....	Diamond T Motor Car Company
L. J. Purdy.....	Dodge Division, Chrysler Corporation
David C. Fenner.....	Mack Manufacturing Corporation
W. E. Fish.....	Chevrolet Motor Division, General Motors Corporation
T. R. Lippard.....	Federal Motor Truck Company
P. V. Moulder.....	International Harvester Company
Robert P. Page, Jr.....	The Autocar Company
Courtney Johnson.....	The Studebaker Corporation
Arthur C. Butler, Secretary.....	Washington, D. C.
O. P. Pearson, Manager, Statistical Department.....	Detroit, Michigan

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar.....	The Autocar Company.....	Ardmore, Pa.
Chevrolet.....	Chevrolet Motor Division, General Motors Corp.....	Detroit, Mich.
Corbitt.....	The Corbitt Company.....	Henderson, N. C.
Crosley.....	Crosley Motors, Inc.....	Cincinnati, Ohio
Diamond T.....	Diamond T Motor Car Company.....	Chicago, Ill.
Dodge.....	Dodge Division, Chrysler Corporation.....	Detroit, Mich.
Federal.....	Federal Motor Truck Company.....	Detroit, Mich.
G.M.C.....	G.M.C. Truck & Coach Div., General Motors Corp.....	Pontiac, Mich.
Hudson.....	Hudson Motor Car Company.....	Detroit, Mich.
Indiana.....	The White Motor Company.....	Cleveland, Ohio
International.....	International Harvester Company.....	Chicago, Ill.
LaFrance-Republic.....	Sterling Motor Truck Company.....	Milwaukee, Wisc.
Mack.....	Mack Manufacturing Corporation.....	New York, N. Y.
Reo.....	Reo Motors, Inc.....	Lansing, Mich.
Sterling.....	Sterling Motor Truck Company.....	Milwaukee, Wis.
Studebaker.....	The Studebaker Corporation.....	South Bend, Ind.
Walter.....	Walter Motor Truck Company.....	Ridgewood, N. Y.
White.....	The White Motor Company.....	Cleveland, Ohio
Willys.....	Willys-Overland Motors, Inc.....	Toledo, Ohio

Trucks Serve Home and War Fronts

The truck manufacturing industry is producing military vehicles and parts at the rate of \$2,500,000,000 per year, or two and one half times the total value of trucks and parts in the highest peacetime year, 1941.

* * *

38% of military vehicles have been shipped to Allied nations under lease-lend or direct purchase.

* * *

More than 200 different types of truck transport and combat vehicles are produced for the armed services.

* * *

4,744,000 trucks and 216,000 trailers were operating under certificates of war necessity on June 30, 1944, only slightly below all-time peak.

* * *

Farmers use 34% of all motor trucks and hold 47% of all truck certificates of war necessity issued by O.D.T.

* * *

Privately operated trucks represent 87% of all trucks in use.

* * *

For-Hire trucks average 20,469 miles per year compared with 9,826 for private trucks and a combined total of 10,218 miles.

* * *

Total truck registrations on June 30, 1944 increased slightly over same date of previous year.

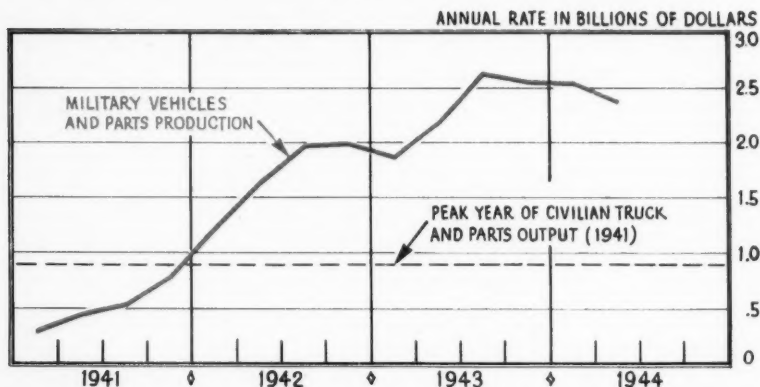
* * *

98% of farm products leaving farms move by truck.

* * *

Small business firms in middle west ship half their freight by truck.

Military Vehicle Output 2½ Times Peacetime Peak



Military Vehicles and Parts Delivered by Automotive Industry

	Value	1941 Annual Rate	Value	1942 Annual Rate
1st Quarter	\$ 75,900,000	\$303,600,000	\$ 304,100,000	\$1,216,400,000
2nd Quarter	119,200,000	476,800,000	404,700,000	1,618,800,000
3rd Quarter	134,300,000	537,200,000	489,400,000	1,957,600,000
4th Quarter	199,700,000	798,800,000	491,400,000	1,965,600,000
Year	\$529,100,000		\$1,689,600,000	
		1943		1944
1st Quarter	\$467,000,000	\$1,868,000,000	\$633,500,000	\$2,534,000,000
2nd Quarter	543,900,000	2,175,600,000	580,300,000	2,321,200,000
3rd Quarter	656,300,000	2,624,800,000	598,000,000†	2,392,000,000†
4th Quarter	630,700,000	2,522,800,000		
Year	\$2,297,900,000			

Source: Reports of Manufacturers to Automotive Council for War Production. †Preliminary.

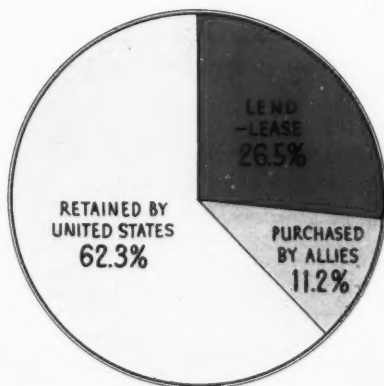
38% of Military Vehicles Sent to Allies

March 11, 1941 to June 30, 1944

	Number*	Percent
Lend-Lease to Allies....	637,600	26.5%
Purchased by Allies....	270,000	11.2
Retained by U.S.....	1,500,000	62.3
Total	2,407,600	100.0

*Includes Military Trucks, Jeeps, Artillery Prime Movers, Ordnance Service Trucks, Tank Transporters, and Motorcycles.

Source: "Sixteenth Report to Congress on Lend-Lease Operations," by Foreign Economic Administration.



Civilian and Military Motor Truck Production by Years

	Light ^①	Medium ^①	Heavy ^①	Total
CIVILIAN				
1936	317,189	417,395	36,045	770,629
1937	396,326	437,525	38,267	872,118
1938	208,575	248,886	20,846	478,307
1939	306,098	343,190	36,008	685,296
1940	337,983	323,088	39,030	700,101
1941 *	367,467	408,367	47,371	823,205
1942	23,427	86,072	15,795	125,294
1943	-0-	179	2,709	2,888
MILITARY				
1936	1,004	1,125	596	2,725
1937	368	1,266	69	1,703
1938	690	1,119	439	2,248
1939	1,651	2,900	1,637	6,188
1940	13,365	36,042	5,982	55,389
1941 *	72,164	128,170	18,323	218,657
1942	277,413	169,188	225,032	671,633
1943	268,438	154,808	249,368	672,614
Total 1936-43	635,093	494,618	501,446	1,631,157
TOTAL				
1936	318,193	418,520	36,641	773,354
1937	396,694	438,791	38,336	873,821
1938	209,265	250,005	21,285	480,555
1939	307,749	346,090	37,645	691,484
1940	351,348	359,130	45,012	755,490
1941 *	439,631	536,537	65,694	1,041,862
1942	300,840	255,260	240,827	796,927
1943	268,438	154,987	252,077	675,502

① Light trucks are defined as less than 9000 lbs.; medium 9000 to less than 16000 lbs.; and heavy, 16000 lbs. and over, gross vehicle weight.

*Represents an estimated conversion from "Rated Tonnage Capacity" to "Gross Vehicle Weight."

Note:—The military categories in the above table include jeeps, amphibian trucks such as the "Duck," military ambulances, station wagons, fire apparatus, and non-integral type buses when built on regular truck chassis, and wheel-drive personnel carriers, but exclude half-tracks and armored cars, integral type buses and integral type fire apparatus.

The civilian categories include non-integral type buses, station wagons, fire apparatus, ambulances (if these types of vehicles utilize truck chassis instead of passenger car chassis), but exclude integral type buses and integral type fire apparatus.

Source: War Production Board

Motor Truck Production By Months, 1943 and 1944

1943	LIGHT ^①			MEDIUM ^①		
	Civilian	Military	Total	Civilian	Military	Total
January.....		23,727	23,727		7,019	7,019
February.....		23,314	23,314		6,453	6,453
March.....		27,544	27,544		8,268	8,268
April.....		23,107	23,107		9,717	9,717
May.....		21,217	21,217		12,696	12,696
June.....		20,734	20,734		14,070	14,070
July.....		20,925	20,925		16,024	16,024
August.....		19,944	19,944		17,809	17,809
September.....		21,089	21,089		16,094	16,094
October.....		22,046	22,046	68	17,739	17,807
November.....		21,717	21,717	48	15,072	15,120
December.....		23,074	23,074	63	13,847	13,910
Total.....		268,438	268,438	179	154,808	154,987

1944						
January.....		21,479	21,479	1,985	12,806	14,791
February.....		21,095	21,095	1,798	9,940	11,738
March.....		21,081	21,081	3,317	8,303	11,621
April.....		19,481	19,481	6,245	6,649	12,894
May.....		19,338	19,338	7,310	7,007	14,317
June.....		20,830	20,830	9,319	6,625	15,944
July*.....		20,269	20,269	8,582	6,031	14,613
August*.....		23,441	23,441	10,132	5,746	15,878

1943	HEAVY ^①			TOTAL		
	Civilian	Military	Total	Civilian	Military	Total
January.....	106	18,533	18,639	106	49,279	49,385
February.....	226	17,327	17,553	226	47,094	47,320
March.....	284	19,781	20,065	284	55,593	55,877
April.....	247	23,026	23,273	247	55,850	56,097
May.....	304	20,940	21,244	304	54,853	55,157
June.....	395	21,263	21,658	395	56,067	56,462
July.....	173	23,148	23,321	173	60,097	60,270
August.....	162	23,358	23,520	162	61,111	61,273
September.....	133	20,121	20,254	133	57,304	57,437
October.....	95	20,050	20,145	163	59,835	59,998
November.....	142	19,990	20,132	190	56,779	56,969
December.....	442	21,831	22,273	505	58,752	59,257
Total.....	2,709	249,368	252,077	2,888	672,614	675,502

1944						
January.....	543	21,783	22,326	2,528	56,068	58,596
February.....	968	21,870	22,838	2,766	52,905	55,641
March.....	1,311	22,347	23,658	4,628	51,731	56,359
April.....	1,906	21,438	23,344	8,151	47,568	55,719
May.....	1,988	21,277	23,265	9,298	47,622	56,920
June.....	2,607	21,805	24,412	11,926	49,260	61,186
July*.....	2,661	23,997	26,658	11,243	50,297	61,540
August*.....	2,246	26,855	29,101	12,378	56,042	68,420

*Preliminary.

① See footnote on page 5 for definitions.

Source: War Production Board.

Bus Deliveries By Months, 1942-1944

	Integral Buses		Total Body-on-Chassis Type	Grand Total
	City Type	Total Integral		
1942				
January	795	901	240	1,141
February	751	828	284	1,112
March	825	929	327	1,256
April	777	875	444	1,319
May	799	938	756	1,694
June	652	875	679	1,554
July	695	879	563	1,442
August	159	263	625	888
September	443	557	607	1,164
October	303	376	286	662
November	324	419	373	792
December	409	497	529	1,026
Year 1942	6,932	8,337	5,713	14,050
Civilian Only, Year 1942	N.A.	7,789	5,673	13,462
1943				
January	184	227	187	414
February	157	226	309	535
March	95	102	185	287
April	71	76	201	277
May	29	33	245	278
June	47	54	332	396
July	15	15	576	591
August	48	48	465	513
September	145	145	542	687
October	162	162	531	693
November	199	199	562	761
December	326	326	505	831
Year 1943	1,478	1,613	4,640	6,253
Civilian Only, Year 1943	1,478	1,613	1,789	3,402
1944				
January	231	231	444	675
February	234	245	293	538
March	334	336	253	589
April	349	352	232	584
May	351	367	405	772
June	263	293	560	853
July	327	381	847	1,223
7 Mo. 1944	2,089	2,205	3,034	5,239
Civilian Only, 7 Mo. 1944	2,089	2,205	1,839	4,044

Source: War Production Board.

Truck and Bus Tire Production

Capacity Below Requirements; Production Below Capacity

	Estimated Requirements	Capacity (Full Use of All Facilities)	Production (On Basis of Present Conditions)
1944—1st Quarter	4,589,000	3,800,000	3,598,000 ②
2nd Quarter	5,253,000	4,227,000	3,620,000 ②
3rd Quarter	4,711,000	4,636,000	3,750,000 ③
4th Quarter	4,786,000	4,816,000	4,000,000 ③
Year 1944	19,339,000	17,479,000	14,968,000 ③
1945—1st Quarter	5,241,000	5,176,000	4,250,000 ③
2nd Quarter	5,482,000	5,395,000	4,350,000 ③

Note: Report states that shortage of manpower is main limiting factor in truck and bus tire production.

①—July 25, 1944 ②—Actual Production ③—Estimated Production.

Source: Progress Report No. 6, July 25, 1944 Office of Rubber Director.

197,000 Trailers Produced In 1943

8,054, or 4%, Were for Civilian Use

	1942			1943		
	Civilian	Military	Total	Civilian	Military	Total
January.....	1,387	2,023	3,410	556	11,785	12,341
February.....	946	1,738	2,684	925	8,767	9,692
March.....	1,245	2,197	3,442	430	10,915	11,345
April.....	936	3,221	4,157	567	11,471	12,038
May.....	1,151	4,385	5,536	611	10,487	11,098
June.....	1,318	4,814	6,132	1,267	14,941	16,208
July.....	411	4,741	5,152	698	16,866	17,564
August.....	294	8,861	9,155	792	16,772	17,564
September.....	227	10,614	10,841	477	19,811	20,288
October.....	259	8,170	8,429	420	21,456	21,876
November.....	138	10,045	10,183	518	22,264	22,782
December.....	96	10,711	10,807	793	23,276	24,069
Total.....	8,408	71,520	79,928	8,054	188,811	196,865

Note: The data in this series represent the number of vehicles produced, not factory sales or factory shipments. Included are full and semi-trailers, conventional or frameless, chassis for such conventional full and semi-trailers, and pole, logging and pipe trailers. Excluded are "suspensions" for frameless trailer units. Military trailers include those procured by Army, Navy and other agencies for military purposes. Civilian trailers include those produced under War Production Board Limitation Orders and those produced by non-military agencies for civilian use.

These data represent approximately 100 per cent of the industry authorized to produce trailers and are based on reports of 102 manufacturers in 1942 and 123 in 1943.

Production of Truck-Trailers for Civilian Use, 1939-41

Includes only capacities of 5 tons and over and hence is not comparable with figures for 1942 and 1943 shown above.

Type of Trailer	1939	1940	1941
General Freight.....	20,089	23,685	38,356
Low-Bed Heavy Haulers.....	839	1,000	1,266
Pole, Pipe and Logging.....	3,645	4,465	6,462
Dumps (All Types).....	816	819	1,656
Petroleum Tanks.....	1,325	1,810	2,311
Milk Tank.....	103	147	196
Miscellaneous Tanks.....	114	155	201
Total.....	26,931	32,081	50,448

Source: U. S. Bureau of the Census.

Military Vehicles Division of the Automotive Council for War Production

THE Automotive Council for War Production has set up in its organization a Military Vehicles Division to expedite the dual assignment providing the fighting forces of the United States and allies with military vehicles for tactical and combat uses as well as to aid in supplying essential equipment and parts necessary to keep the vital civilian motor truck transportation rolling during the emergency.

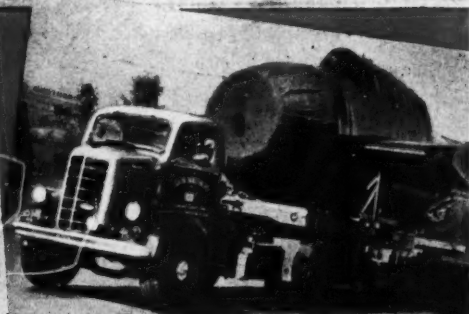
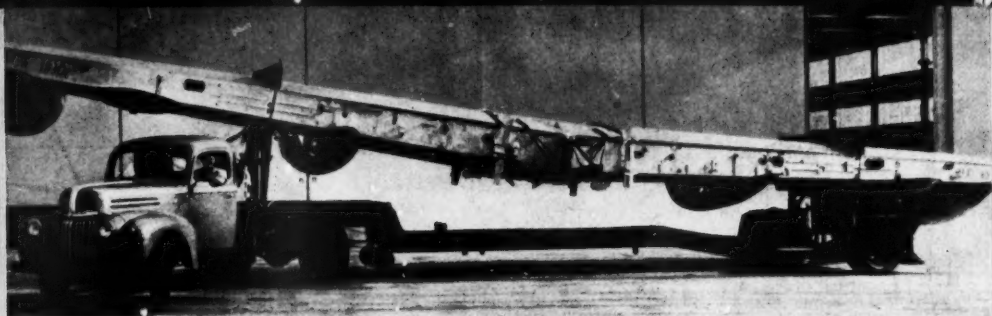
The Military Vehicles Division has been set up to deal speedily and efficiently with the related problems of the makers of motor trucks, buses, trailers and parts. In this function, the Division is cooperating with governmental and user organizations and also providing an information service to the manufacturers.

To maintain close contacts with government war agencies, the Division's headquarters is located in Washington. An office also is located in the Council headquarters in Detroit, where activities concerned with interchange of technical information and facilities are carried on.

The program provides, among others, service on mutual problems of production, engineering, parts output, maintenance and distribution.

Governing Board Members

Irving B. Babcock, Chairman, G.M.C. Truck and Coach Div., General Motors Corp.	
Robert F. Black, Vice Chairman.....	The White Motor Company
B. P. Bates.....	Highway Trailer Company
E. J. Bush.....	Diamond T Motor Car Company
R. A. Crist.....	G.M.C. Truck & Coach Div., General Motors Corporation
M. D. Douglas.....	Chevrolet Motor Div., General Motors Corporation
Frank Fageol.....	Twin Coach Manufacturing Company
Roy Hauer.....	Mack Manufacturing Corporation
Edward Hedner.....	Chevrolet Motor Division, General Motors Corporation
P. V. Moulder.....	International Harvester Company
W. A. Olen.....	Four Wheel Drive Auto Company
L. J. Purdy.....	Dodge Division, Chrysler Corporation
Eugene M. Rice.....	Willys-Overland Motors, Inc.
R. I. Roberge.....	The Ford Motor Company
W. G. Sternberg.....	Sterling Motor Truck Company
Arthur C. Butler, Secretary.....	A.C.W.P., Washington, D.C.



TRUCKS SHUTTLE PLANE PARTS BETWEEN AIRCRAFT PLANTS

One aircraft manufacturer using scores of truck-tractors and semi-trailers speeds production of planes by hauling sub-assemblies and parts between ten plants over distances ranging from 40 to 1940 miles.

Another aircraft producer using more than 100 trucking units ships parts and sub-assemblies between five plants over distances ranging from 200 to 450 miles.

Source: Commercial Car Journal, and "Trucks Go to War."

War Assembly Line 215 Miles Long

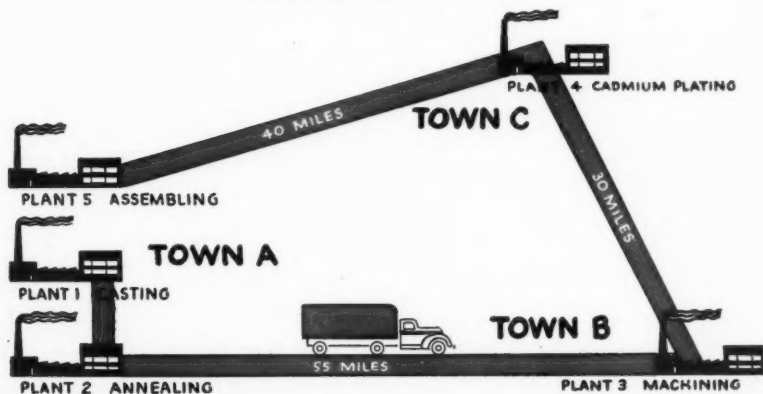
Below are diagrams illustrating how contractors, by means of motor trucks, are utilizing manufacturing facilities of subcontractors located at distant places, under conditions where deliveries of parts and sub-assemblies must be on regular and uninterrupted schedules to ensure continuous operation of plants or departments.

Four Plants in Three Cities Linked by Trucks



Trucks haul forgings from plant A to plant B, 100 miles away, for heat treating; then carry heat-treated forgings another 100 miles to plant C for machining; and finally to plant D 15 miles away for assembly into finished unit.

Use of Facilities of Four Subcontractors in Three Towns Made Possible by Trucks



By means of trucks an automotive prime contractor for shells utilized the casting, annealing, machining and plating facilities of four subcontractors in three towns, in effect extending his assembly line 125 miles.

226 Types of Military Vehicles

	Capacity, Tons	Drive		Capacity, Tons	Drive
Air Compressor Unit.....	1½-3	4 x 4	Carry-All.....	½	4 x 4
Air Compressor Unit.....	2½	6 x 6	Carry-All.....	¾	4 x 4
Ambulance (Jeep).....	¼	4 x 4	Cavalry Hauling Unit.....	2½	—
Ambulance.....	½	4 x 4	Chemical Service Unit.....	2½	6 x 6
Ambulance.....	¾	4 x 2	Combat Car.....	1	4 x 4
Ambulance.....	¾	4 x 4	Command Radio Car.....	—	—
Ambulance.....	1½	4 x 2	Command Reconnaissance Car.....	½	4 x 4
Ammunition.....	½	4 x 2	Command Reconnaissance Car.....	¾	4 x 4
Ammunition.....	1½	—	Communications Car.....	5	—
Ammunition.....	2½	4 x 2	Crane.....	4	4 x 4
Ammunition.....	5	4 x 2	Crane.....	4	6 x 6
Amphibian (Jeep).....	¼	4 x 4	Crane.....	6	6 x 6
Amphibian (Duck).....	2½	6 x 6	Crash Unit.....	1½	4 x 2
Anti-Aircraft Defense Unit.....	4	4 x 4	Crash Unit.....	—	6 x 6
Anti-Aircraft Gun Carriage.....	6	4 x 4	Decontaminating Unit.....	2½	6 x 6
Armored Car.....	—	½ Track	Dental Unit.....	—	—
Armored Car.....	—	4 x 4	Dump.....	1½	4 x 2
Armored Car.....	—	6 x 6	Dump.....	1½	4 x 4
Artillery Repair Unit.....	¾	4 x 4	Dump.....	2½	4 x 2
Artillery Repair Unit.....	1½-3	4 x 4	Dump.....	2½	6 x 6
Artillery Repair Unit.....	2½	6 x 6	Dump.....	4	6 x 6
Automotive Repair Unit.....	1½-3	4 x 4	Dump.....	3½	4 x 2
Automotive Repair Unit.....	2½	6 x 6	Dump.....	5	4 x 2
Bacteriological Laboratory Unit.....	—	—	Earth Borer.....	1½	4 x 4
Bituminous Distributor, 800 Gal.....	4	6 x 6	Earth Borer.....	2½	6 x 6
Blood Donor Unit.....	—	—	Earth Borer and Pole Setter.....	1½	4 x 4
Bomb Service Unit.....	1	—	Electrical Power Plant.....	—	—
Bomb Service Unit.....	1½	4 x 2	Electrical Repair Unit.....	2½	6 x 6
Bomb Service Unit.....	1½	4 x 4	Emergency Repair Unit.....	½	4 x 4
Bridge Construction Unit.....	6	6 x 6	Emergency Repair Unit.....	¾	4 x 4
Bus Body Unit.....	1½-3	4 x 4	Explosives Unit.....	1½	4 x 2
Bus, 15 Passenger.....	—	4 x 2	Explosives Unit.....	2½	4 x 2
Bus, 25 Passenger.....	—	—	Explosives Unit.....	5	4 x 2
Bus, 33 Passenger.....	—	—	Field Hospital Unit.....	—	—
Bus, 40 Passenger.....	2½	4 x 2	Field Kitchen.....	—	—
Bus, 20-39 Passenger.....	1½	4 x 2	Field Lighting Unit.....	1½	4 x 4
Canopy Express.....	½	4 x 2	Fire Brush Unit.....	—	—
Canopy Express.....	1	4 x 2	Fire Crash Unit.....	—	—
Canopy Express.....	1½	4 x 2	Fire Fighter.....	1½	4 x 2
Canopy Express.....	2½	4 x 2	Fire Fighter.....	5	6 x 6
Cargo and Personnel Carrier (Jeep).....	¼	4 x 4	Fire Fighter.....	6	6 x 6
Cargo.....	1½	4 x 2	Fire Fighter.....	7½	6 x 6
Cargo.....	1½	4 x 4	Fire Pumper, 500 GPM.....	—	—
Cargo and Personnel Carrier.....	1½	6 x 6	Fuel Servicing Unit, 750 gal.....	2½	6 x 6
Cargo.....	2½	4 x 2	Fuel Servicing Unit.....	7½	6 x 6
Cargo.....	2½	6 x 4	Fuel Tank Unit, 1,000 Gal.....	2½	4 x 2
Cargo.....	2½	6 x 6	General Purpose Unit.....	1½	4 x 4
Cargo.....	5	4 x 2	General Purpose Unit.....	1½	6 x 6
Cargo.....	6	6 x 6	General Purpose Unit.....	4	6 x 6
Cargo.....	7½	6 x 6	General Purpose Unit.....	6	6 x 6
Cargo.....	10	6 x 4	Gun Carriage, 37 MM.....	¾	4 x 4
Cargo and Personnel Carrier.....	—	½ Track	Gun Carriage, 57 MM.....	—	½ Track
Carry-All.....	½	4 x 2	Gun Carriage, 75 MM.....	—	½ Track
			Gun Carriage, Multiple.....	—	½ Track
			Howitzer Carriage, 75 MM.....	—	½ Track
			Howitzer Carriage, 105 MM.....	—	½ Track
			Instrument Bench Unit.....	2½	6 x 6
			Instrument Repair Unit.....	1½-3	4 x 4
			Instrument Repair Unit.....	2½	6 x 6
			Light Maintenance and Installation Unit.....	½	4 x 4

Manufactured by the Automotive Industry

	Capacity, Tons	Drive		Capacity, Tons	Drive
Light Maintenance and Installation Unit.....	3 $\frac{1}{2}$	4 x 4	Stake and Platform Combination	1 $\frac{1}{2}$	4 x 2
Load Packer Unit.....	2 $\frac{1}{2}$	4 x 2	Stake and Platform Combination	1 $\frac{1}{2}$	4 x 4
Lubrication Service Unit.....	1 $\frac{1}{2}$	—	Stake and Platform Combination	2 $\frac{1}{2}$	4 x 2
Machine Shop Unit.....	1 $\frac{1}{2}$ -3	4 x 4	Stake and Platform Combination	3 $\frac{1}{2}$	4 x 2
Machine Shop Unit, Light.....	2 $\frac{1}{2}$	6 x 6	Stake and Platform Combination	5	4 x 2
Machine Shop Unit, Heavy.....	2 $\frac{1}{2}$	6 x 6	Stock Rack Unit.....	2 $\frac{1}{2}$	6 x 6
Medical Supply Unit.....	—	—	Surgical Unit.....	2 $\frac{1}{2}$	6 x 6
Mortar Carrier, 81 MM.....	—	$\frac{1}{2}$ Track	Tank Destroyer.....	—	$\frac{1}{2}$ Track
Oil Servicing Unit, 660 Gal.....	2 $\frac{1}{2}$	4 x 4	Tank Maintenance Unit.....	1 $\frac{1}{2}$ -3	4 x 4
Oil Servicing Unit, 660 Gal.....	2 $\frac{1}{2}$	6 x 6	Tank Recovery Unit.....	40	6 x 6
Optical Unit.....	1 $\frac{1}{2}$	4 x 2	Tank Transporter.....	12	6 x 4
Panel Delivery.....	1 $\frac{1}{2}$	4 x 4	Tank Truck, 600 Gal.....	2 $\frac{1}{2}$	6 x 6
Panel Delivery.....	1 $\frac{1}{2}$	4 x 4	Tank Truck, Water, 700 Gal.....	2 $\frac{1}{2}$	6 x 6
Panel Delivery.....	3 $\frac{1}{4}$	4 x 2	Tank Truck, Gasoline, 750 Gal.....	2 $\frac{1}{2}$	6 x 6
Panel Delivery.....	1 $\frac{1}{2}$	4 x 2	Tank Truck, 1000 Gal.....	2 $\frac{1}{2}$	4 x 2
Panel Delivery.....	1 $\frac{1}{2}$	4 x 2	Tank Truck, Navy, 1600 Gal.....	—	—
Panel Delivery.....	1 $\frac{1}{2}$	4 x 4	Telephone Construction Unit.....	2 $\frac{1}{2}$	4 x 2
Personnel Carrier.....	—	$\frac{1}{2}$ Track	Telephone Exchange Unit.....	—	—
Pick-Up.....	1 $\frac{1}{2}$	4 x 2	Telephone Installation Unit.....	3 $\frac{1}{2}$	4 x 4
Pick-Up.....	1 $\frac{1}{2}$	4 x 4	Telephone Maintenance Unit.....	1 $\frac{1}{2}$	4 x 2
Pick-Up.....	3 $\frac{1}{4}$	4 x 2	Telephone Maintenance Unit.....	3 $\frac{1}{4}$	4 x 4
Pick-Up.....	1	4 x 2	Telephone Maintenance and Construction Unit.....	1 $\frac{1}{2}$	4 x 2
Prime Mover.....	1 $\frac{1}{2}$	4 x 4	Telephone Maintenance and Construction Unit.....	1 $\frac{1}{2}$	4 x 4
Prime Mover.....	2 $\frac{1}{2}$	4 x 4	Tire Repair Unit.....	1 $\frac{1}{2}$	—
Prime Mover.....	2 $\frac{1}{2}$	6 x 6	Top and Bench Unit.....	1 $\frac{1}{2}$ -3	4 x 4
Prime Mover.....	6	6 x 6	Topographical Unit.....	3-6	4 x 4
Prime Mover.....	7 $\frac{1}{2}$	6 x 6	Tractor Truck.....	1 $\frac{1}{2}$	4 x 2
Prime Mover.....	9	6 x 4	Tractor Truck.....	1 $\frac{1}{2}$	4 x 4
Radio Unit.....	1 $\frac{1}{2}$	4 x 4	Tractor Truck.....	2 $\frac{1}{2}$	4 x 2
Reconnaissance Car.....	—	$\frac{1}{2}$ Track	Tractor Truck.....	2 $\frac{1}{2}$	4 x 4
Reconnaissance Car (Jeep).....	1 $\frac{1}{2}$	4 x 4	Tractor Truck.....	2 $\frac{1}{2}$	4 x 4
Recruiting Unit.....	1 $\frac{1}{2}$	4 x 2	Tractor Truck.....	2 $\frac{1}{2}$	6 x 4
Refrigerator Unit.....	5	4 x 2	Tractor Truck.....	4-5	4 x 4
Refuse Collector.....	1 $\frac{1}{2}$	4 x 2	Tractor Truck.....	5	4 x 2
Reproduction Unit, Camera.....	2 $\frac{1}{2}$	6 x 6	Tractor Truck.....	5-6	4 x 4
Reproduction Unit, Camera.....	4	6 x 6	Tractor Truck.....	7 $\frac{1}{2}$	6 x 6
Reproduction Unit, Laboratory.....	2 $\frac{1}{2}$	6 x 6	Tractor Truck.....	8	6 x 4
Reproduction Unit, Map Layout.....	2 $\frac{1}{2}$	6 x 6	Tractor Pontoon.....	5-6	4 x 4
Reproduction Unit, Photographic.....	2 $\frac{1}{2}$	6 x 6	Troop Transport.....	1 $\frac{1}{2}$	4 x 4
Reproduction Unit, Plate Grainer.....	2 $\frac{1}{2}$	6 x 6	Troop Transport.....	2 $\frac{1}{2}$	6 x 6
Reproduction Unit, Plate Process.....	2 $\frac{1}{2}$	6 x 6	Turret Trainer (Air Forces).....	1 $\frac{1}{2}$	4 x 4
Reproduction Unit, Press.....	2 $\frac{1}{2}$	6 x 6	Utility Unit.....	2 $\frac{1}{2}$	4 x 2
Reproduction Unit, Press.....	4	6 x 6	Van.....	2 $\frac{1}{2}$	4 x 2
Sales Commissary Unit.....	2 $\frac{1}{2}$	6 x 6	Van.....	2 $\frac{1}{2}$	6 x 6
Scout Car.....	—	$\frac{1}{2}$ Track	Van.....	4-5	4 x 4
Scout Car.....	—	4 x 4	Van.....	5-6	4 x 4
Searchlight Carrier.....	2 $\frac{1}{2}$	6 x 4	Van.....	6	6 x 6
Sedan Delivery.....	1 $\frac{1}{2}$	4 x 2	Water Distributor Unit, 1,000 Gal.....	4	6 x 6
Shop, Electrical Repair.....	2 $\frac{1}{2}$	6 x 6	Water Purification Unit.....	2 $\frac{1}{2}$	6 x 6
Shop, Emergency Repair.....	3 $\frac{1}{4}$	4 x 4	Water Tank Unit.....	2 $\frac{1}{2}$	6 x 6
Shop, General Purpose.....	2 $\frac{1}{2}$	6 x 6	Weapons Carrier.....	1 $\frac{1}{2}$	4 x 4
Shop, Small Tool Repair.....	2 $\frac{1}{2}$	6 x 6	Weapons Carrier.....	3 $\frac{1}{4}$	4 x 4
Shop, Tool and Bench.....	2 $\frac{1}{2}$	6 x 6	Welding Unit.....	2 $\frac{1}{2}$	6 x 6
Small Arms Repair Unit.....	1 $\frac{1}{2}$ -3	4 x 4	Wrecker Unit.....	4	6 x 6
Small Arms Repair Unit.....	2 $\frac{1}{2}$	6 x 6	Wrecker Unit (Air Force).....	7 $\frac{1}{2}$	6 x 6
Snow Fighter.....	5-6	4 x 4	Wrecker Unit.....	10	6 x 6
Spare Parts Unit.....	1 $\frac{1}{2}$ -3	4 x 4	X-Ray Unit.....	—	—
Stake and Platform Combination.....	1 $\frac{1}{2}$	4 x 2			

Trucks Play Major Role in Invasion of France

"In the actual invasion, trucks played a major role. Transportation Corps drivers were depended on to get the supplies through, and storming from the maws of LSTs (Landing Ship, Tanks), wound their sloshing way through water and sand to gain the beachheads. After the initial assault in which the Germans were driven back from their fortified pill boxes and gun emplacements, an even heavier task confronted the truck companies.

"More troop ships landing demanded more supplies and a never-ending ribbon of motorized equipment worked on an around-the-clock schedule. A gap, from the front lines to the beaches had to be bridged, and only motor vehicles could do the job. There were no railroads to bear part of the burden. Everything had to be brought up by trucks, and swiftly."—From a bulletin prepared in The Office of The Chief of Transportation, Army Service Forces, European Theatre of Operations, U.S. Army.

Domestic Movement of War Materials Considered of Equal Importance To That Under Enemy Fire

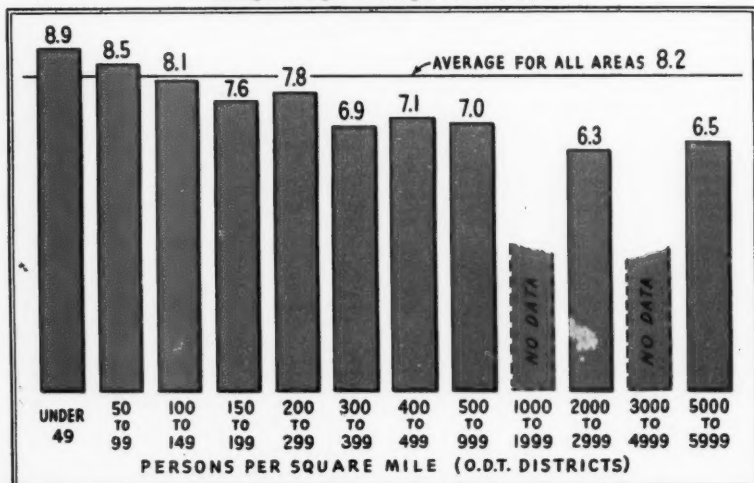
"This is a 'war of supply', involving the movement of unprecedented quantities of materials. The vital task of moving raw materials to processors, finished products from processors to ports of embarkation and on to the fighting fronts has placed a tremendous strain on all transportation facilities, taxing equipment and operating skill to the utmost.

"The Navy Department is happy to acknowledge the consistent and effective work performed by American truck lines. Without truck transportation the supply system would break down. Seemingly impossible tasks have been assigned domestic truck lines under the pressure of war necessity. Those demands have been met. Accomplishments have been prodigious.

"The supply system, on which the success of military operations depends, is a chain of many links. Motor carriers, both at home and overseas, are vital links in that chain. Each person identified with the trucking industry may be assured that the domestic movement of war materials has just as direct bearing on the prosecution of the war as the operation of motor transports under enemy fire."—REAR ADMIRAL WILLIAM BRENT YOUNG, SC, U.S.N. Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy.

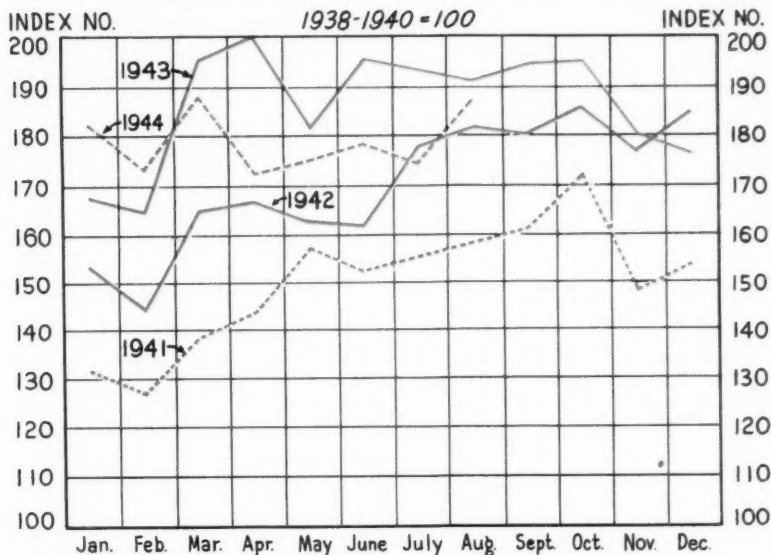
Gasoline Economy Increases with Lower Population Density

Average Miles per Gallon per Truck and Bus



SOURCE: Office of Defense Transportation.

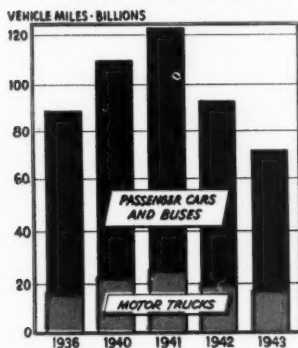
1944 Tonnage Hauled by For-Hire Trucks Under Peak



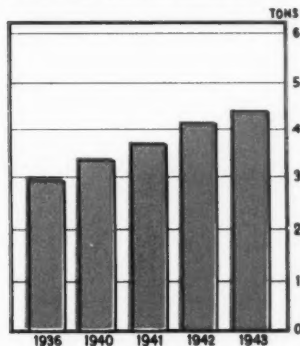
Source: American Trucking Association.

Reduced Truck Mileage Largely Offset by Heavier Loads

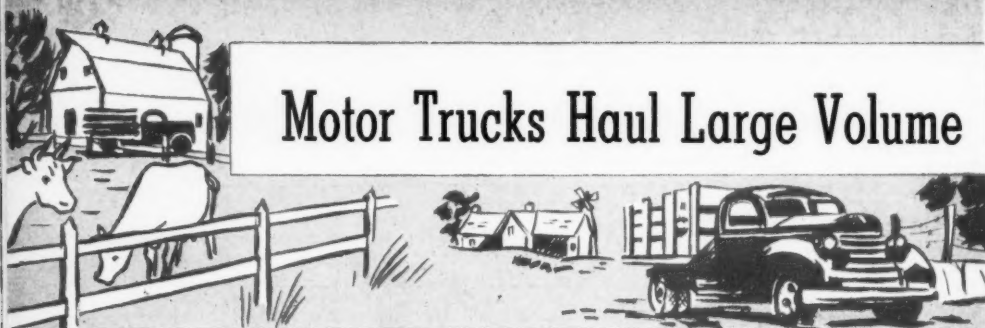
Vehicle Miles of Passenger Cars and Trucks on Rural Roads



Average Load of Trucks and Truck Combinations on Rural Roads



Source: "Wartime Changes in the Volume and Composition of Traffic on Rural Roads in U. S." by Public Roads Administration.



Motor Trucks Haul Large Volume

54 Percent of Livestock Receipts at Stockyards Hauled by Truck

	Drive-Ins (000)	Total Receipts (000)	Percent Trucked		Drive-Ins (000)	Total Receipts (000)	Percent Trucked
Cattle				Sheep and Lambs			
1935.....	7,645	14,986	51.0	6,619	25,567	25.9	
1936.....	8,615	15,711	54.8	6,486	24,652	26.3	
1937.....	8,002	15,135	52.9	6,640	24,979	26.6	
1938.....	8,245	14,076	58.6	7,024	25,598	27.4	
1939.....	8,587	13,896	61.8	6,939	23,817	29.1	
1940.....	9,241	14,077	65.6	7,247	22,754	31.8	
1941.....	10,491	15,228	68.9	7,754	22,817	34.0	
1942.....	11,480	17,979	63.9	9,100	28,211	32.3	
1943.....	10,610	18,190	58.3	10,008	30,467	32.8	
Calves				Horses and Mules			
1935.....	3,621	6,618	54.7	170	537	31.7	
1936.....	3,953	6,870	57.5	183	511	35.8	
1937.....	4,194	7,286	57.6	169	443	38.2	
1938.....	3,817	6,563	58.2	149	361	41.2	
1939.....	3,982	6,560	60.7	143	284	50.4	
1940.....	4,033	6,282	64.2	122	236	51.9	
1941.....	4,132	6,128	67.4	106	215	49.0	
1942.....	4,277	6,681	64.0	152	291	52.5	
1943.....	3,691	5,694	64.8	173	379	45.7	
Hogs				Total Livestock			
1935.....	11,940	19,562	61.0	29,994	67,270	44.6	
1936.....	16,993	26,399	64.4	36,230	74,343	48.9	
1937.....	14,931	22,666	65.9	33,936	70,509	48.1	
1938.....	16,313	24,801	65.8	35,549	71,399	49.8	
1939.....	19,095	27,974	68.3	38,741	72,532	53.4	
1940.....	23,553	34,556	68.2	44,196	77,904	56.7	
1941.....	21,607	30,659	70.5	44,090	75,047	58.7	
1942.....	23,877	34,415	69.4	48,886	87,577	55.8	
1943.....	27,374	41,077	66.6	51,856	95,807	54.1	

SOURCE: U. S. Department of Agriculture.

Number of markets varies from 62 to 68.

98% of Live Poultry Receipts at Philadelphia Shipped by Truck

NEW YORK CITY				CHICAGO		
(CARLOT EQUIVALENTS)	Truck	Rail	% Trucked	Truck	Rail	% Trucked
1935.....	3,157	5,525	36.4	3,462	512	87.1
1936.....	4,747	4,403	51.9	3,458	685	83.5
1937.....	5,624	3,860	59.3	3,420	600	85.1
1938.....	5,845	3,114	65.2	3,555	638	84.8
1939.....	4,995	2,652	65.3	4,076	599	87.2
1940.....	5,435	2,475	68.7	4,179	403	91.2
1941.....	5,376	1,655	76.5	4,278	343	92.6
1942.....	5,914	1,570	79.0	4,154	515	89.0
1943.....	7,367	1,552	82.6	2,381	821	74.4
PHILADELPHIA				SAN FRANCISCO		
1943.....	1,566*	37*	97.7	747	159	82.5

*Last eight months.

of Farm Products to Market



Truck Receipts of Farm Products at Important Markets

Fruits and Vegetables (Carlots)	Number		HAULED BY TRUCK		Percent	
	1941	1942	1943	1941	1942	1943
Atlanta	15,615	13,021	10,081	76.4	69.3	61.2
Boston	15,303	13,858	10,006	26.1	27.6	25.7
Chicago	21,348	17,033	14,790	24.5	20.5	20.0
Kansas City	5,149	4,040	3,466	32.9	26.7	22.1
Los Angeles	72,410	60,410	56,658	85.2	81.1	80.6
New Orleans	5,574	4,816	4,262	48.9	43.4	39.4
New York	75,065	69,879	54,640	38.2	39.0	35.8
Philadelphia	33,512	30,085	23,221	46.2	45.7	41.2
Pittsburgh	4,988	4,793	3,347	15.4	15.0	13.3
Oakland	6,977	7,854	7,956	26.8	23.4	21.9
St. Louis	17,256	16,536	16,268	69.2	66.5	69.2
San Francisco	4,044	6,270	4,272	38.2	47.1	34.1
Washington, D. C.	277,241	254,481	213,811	43.3	42.1	40.4
Butter (1000 lbs.)						
Boston	6,027	5,837	3,038	7.6	7.7	5.2
Chicago	148,770	134,114	95,414	53.8	54.3	56.7
Los Angeles	34,283	26,101	13,690	62.3	48.1	30.9
New York	39,521	41,713	25,796	13.7	19.0	13.0
Philadelphia	4,073	5,333	1,042	5.5	7.2	1.7
San Francisco	26,280	22,989	14,790	69.4	52.2	29.4
Total	258,954	236,087	153,770	33.4	33.0	26.5
Milk (40 qt. units, thousands)						
Boston	2,603	2,876	2,730	40.5	40.2	34.8
New York	24,942	25,319	25,622	64.3	64.0	60.8
Philadelphia	7,631	7,872	8,113	85.7	84.3	87.0
Total	35,176	36,067	36,465	65.0	64.3	61.5
Cream (40 qt. units, thousands)						
Boston	99	91	83	16.4	15.6	16.9
New York	657	587	232	42.3	41.8	28.0
Philadelphia	162	170	114	52.8	52.0	42.5
Total	918	848	429	37.3	36.6	27.0
Cheese (1000 lbs.)						
Boston	1,747	2,171	680	11.1	13.2	4.5
Chicago	22,592	23,023	12,331	65.6	36.5	28.0
Los Angeles	—	7,273	7,371	—	34.1	48.8
New York	1,694	3,722	2,085	1.9	3.7	2.1
Philadelphia	—	—	413	—	—	1.6
San Francisco	10,284	11,428	5,689	58.1	52.7	25.7
Total	36,317	47,617	28,569	23.1	21.3	12.9
Eggs (1000 cases)						
Boston	641	876	739	52.0	67.0	49.5
Chicago	3,260	3,461	3,267	64.8	66.3	66.2
Los Angeles	1,089	1,138	846	92.8	92.0	69.5
New York	1,967	2,272	2,310	32.6	39.1	36.0
Philadelphia	652	707	625	55.3	64.5	55.6
San Francisco	864	1,044	773	86.7	81.2	59.6
Total	8,473	9,498	8,560	54.2	59.6	51.9
Dressed Poultry (1000 lbs.)						
Boston	13,110	11,944	6,734	19.0	18.2	14.1
Chicago	65,715	54,925	37,863	64.6	54.1	49.6
Los Angeles	—	10,433	8,329	—	37.1	31.6
New York	119,419	137,424	81,318	51.2	54.3	38.5
Philadelphia	6,260	6,260	2,303	18.3	20.2	10.0
San Francisco	8,149	9,520	7,024	55.9	33.5	31.7
Total	212,653	230,506	143,571	47.0	45.4	34.4

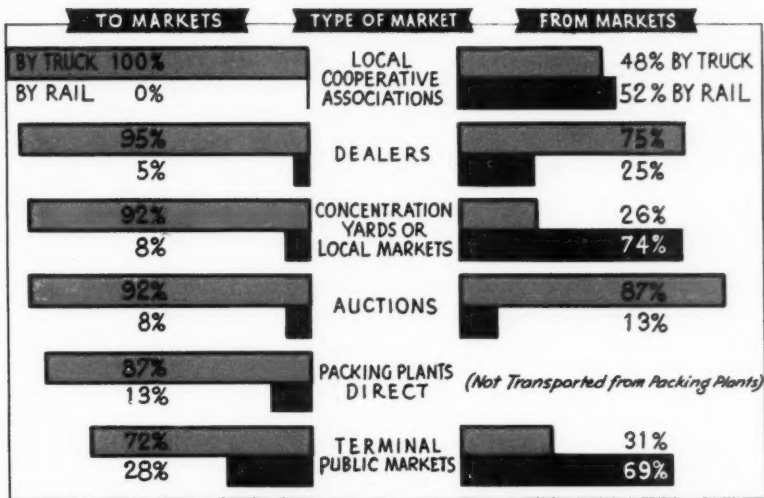
SOURCE: U. S. Department of Agriculture.

Large Truck Fleets Owned by Shippers

	No. of Trucks	Semi-Trucks	Trailers	Cars		No. of Trucks	Semi-Trucks	Trailers	Cars
Am. Tel. & Tel. Co.	22,100		5,500	5,775	Tide Water Asso. Oil Co.	502	4	48	311
Ry Exp. Agcy, Inc.	14,777	533	1,195	394	Equitable Auto Co.	490	8	120	455
Standard Oil Co., N. I.	12,000			4,000	Fed. Water & Gas Corp.	480			350
Nat'l Dairy Prod. Corp.	9,835		544	1,106	Drake Bakeries, Inc.	474			4
The Borden Co.	7,322		730	625	Columbia Baking Co.	471	2	12	5
Continental Bak. Co.	4,434	67	70	248	Sheffield Farms Co.	402	71	129	28
Socony-Vacuum Oil Co.	4,024			1,946	Sears Roebuck & Co.	90	376	175	58
General Baking Co.	3,861	47	47	84	Consol. Laundries Corp.	453	6	6	23
Hertz Drivrserv Stations	3,148	15	20	493	Georgia Power Co.	441	3	102	539
Armour and Co.	2,416	155	201	1,269	E.I. du Pont de Nem's & Co.	393	33	128	423
Standard Oil Co., Ind.	2,515			2,751	Cream of Amer., Inc.	416	2	6	9
United Parcel Service	2,417	44	89	2	Helms Bakeries	412			7
Ward Baking Co.	2,251	8	10		Continental Oil Co.	387	18	12	334
Purity Bakeries Corp.	2,043	23	23	12	Wagner Baking Corp.	384	4	4	18
Quality Bakers of Amer.	2,000	50	50	300	F. & M. Schaefer Brew. Co.	352	17	30	96
National Biscuit Co.	1,810	12	9	2	American Stores Co.	343	24	44	335
Middle West Serv. Co.	1,759		341	960	N. Y. Powr. & Lgt. Corp.	353	2	111	80
Pacific Gas & Elec. Co.	1,725	3	354	1,130	St. Louis Dairy Co.	326	18	30	5
Kraft Cheese Co.	1,697	28	39	551	Hoffman Beverage Co.	361	13	22	172
Associated Trans., Inc.	466	1,259	1,690	53	Richfield Oil Corp.	291	34	52	128
Jewel Tea Co., Inc.	1,699			94	South. Counties Gas Co.	323	1	11	187
Shell Oil Co., Inc.	1,500	82	91	1,437	Fischer Baking Co.	301	8	7	13
Metropolitan Dist., Inc.	1,469		3	12	The Motor Haulage Co.	232	76	128	5
Bowman Dairy Co.	1,385	24	137	104	Allied Stores Corp.	300			75
Standard Oil Co., Calif.	1,232	59	83	1,029	Comm. Motor Fgt., Inc.	129	156	334	18
Gulf Oil Corporation	1,079	211	212	1,308	Liquid Carbonic Corp.	235	33	40	19
Sinclair Oil Corp.	1,210	63	383	571	Burns Bros.	267		5	21
Golden State Co., Ltd.	1,173	23	49	106	The City Baking Co.	251	5	6	14
Hathaway Bak., Inc.	1,170	13	12	12	New England Trans. Co.	150	103	158	171
Phillips Petroleum Co.	1,067	100	80	705	Foremost Dairies Inc.	250		5	10
Gen. Ice Cream Corp.	1,132	4	6	192	Marshall Field & Co.	241	9	30	17
Interstate Bak. Corp.	1,130		22	5	Cincinnati Gas & Elec. Co.	243	2	22	286
The Pure Oil Co.	929	137	119	265	South. Calif. Fgt. Lines	161	82	155	
Firestone Tr. & Rub. Co.	1,049	15	72	1,216	Holland Furnace Co.	239	2	2	
The Grand Union Co.	1,043	11	11		L. Bamberger & Co.	240		14	6
Safeway Stores, Inc.	472	528	701		Clev. Col. & Cin. Hyg., Inc.	43	192	498	
Atlantic Company	1,000			200	Standard Oil Co., Pa.	227	5	70	110
The Atlantic Ref. Co.	853	132	204	506	Petrol. Heat & Pwr. Co.	231		23	11
Omar Inc.	957		9	55	Consolidated Rend. Co.	220	11	11	50
Union Oil Company	893	43	210	219	Crane Co.	225	5	5	595
Amer. Gas & Elec. Co.	928			1,008	Geo. F. Alger Co.	61	166	316	5
Sun Oil Company	626	295	331	512	Geo. A. Hormel & Co.	219	8	9	94
Arden Farms Co.	875	9	50	7	Donaldson Baking Co.	227			
West. Union Tel. Co.	879			387	Roadway Express, Inc.	29	194	216	2
Keeshin Fgt. Lines, Inc.	215	630	910	24	Ref. Trans. & Term. Corp.	18	204	262	5
Cons. Edison System Co.	842			262	American Can Co.	91	128	278	459
Fairmont Creamery Co.	819	89	89	175	Roberts Dairy Co.	216	3	4	30
Comm. & South. System	763			3,435	Spaulding Bakeries Inc.	209	10	10	10
Gordon Baking Co.	675	43	6	9	Atlanta Laundries, Inc.	210	2	2	2
Coca-Cola Bott. Co., N.Y.	707			6	Gilmore Oil Co.	185	17	57	190
Frehofer Baking Co.	696	5		12	Carolina Pwr. & Lgt.	196	6	14	119
American Bakeries Co.	650	25	25		Diamond Match Co.	168	33	31	58
Pacific Gable Rob'n Co.	584	86	91	101	General Foods Corp.	200			1,400
Kroger Groc. & Bak. Co.	190	478	703	25	John F. Trommer, Inc.	183	13	26	14
The B. F. Goodrich Co.	621	42	63	83	West. United Dairy Co.	182	10	20	20
Nat'l Linen Serv. Corp.	652			26	Mills Bkry. (Hall Bkg. Co.)	187	4	4	5
Humble Oil & Ref. Co.	436	175	175	837	Warner Company	185			56
Drym'n's Lg. & Coop. Assn	572	32	43	209	H. & H. Mtr. Exp., Inc.	75	110	132	5
Cudahy Packing Co.	565	25	35	325	Alfred Nickles Bkry, Inc.	177	7	6	3
The Ohio Oil Co.	565	17	117	561	Capital Bakers, Inc.	180	1	1	13
Langendorf Un. Bak., Inc.	575	4	14	18	Metropolitan Ice Co.	176	4	5	14
South. Calif. Ed'n Co., Ltd.	557		38	429	Jacob Laub Baking Co.	178			14
The Stand. Oil Co., Ohio	393	160	164	357	Ohio Edison Company	175	1	46	233
Goodyear Tir. & Rub. Co.	543	7	64	845	Boston Edison Co.	176		1	230
Brink's, Incorporated	542			37	Brooklyn Union Gas Co.	167	7	18	65
Imperial Oil Limited	444	96	99	11	Wash. Co-op Egg & Pltry	166	6	24	4
Phila. Electric Co.	525	3	10	322	Phila. Dairy Prod. Co.	164	8	12	4
General Mills, Inc.	476	43	41	876	Boston Elevated Ry. Co.	170		1	651
American Ice Co.	511	7	12	4	Brooks Trans. Co., Inc.	160		107	12
Loose-Wiles Biscuit Co.	510	3	3	2	Schlumberger Corp.	159			

(Continued at bottom of opposite page)

Trucks Serve Corn Belt In Hauling Livestock



Percentage of All Livestock Transported to and from Markets of Various Types in the Corn Belt Region, 1940

Types of Markets	Transported to Assembly Points or Markets		Transported from Assembly Points or Markets	
	Truck Percent	Rail Percent	Truck Percent	Rail Percent
Local cooperative associations	100	0	48	52
Dealers	95	5	75	25
Concentration yards or local markets	92	8	26	74
Auctions	92	8	87	13
Packing plants, direct	87	13	①	①
Terminal public markets	72	28	31	69

① Not transported from packing plant.

Source: "Trucking Livestock in the Corn Belt Region," by Corn Belt Livestock Marketing Research Committee, Missouri Agricultural Experiment Station, Bulletin 479, June, 1944. Data was developed as a cooperative research project by the Agricultural Experiment Stations in 14 mid-western states and the U.S. Department of Agriculture.

Semi-Trail-				Semi-Trail-				
Trucks tors ers Cars				Trucks tors ers Cars				
Eddy Bakeries	159		2	6	News Syndicate Co., Inc.	142		38
Liberty Baking Co.	153				Peerless Ldry Serv., Ltd.	135	5	4
Land O'Lks Cream., Inc.	137	16	14		Penn Dairies, Inc.	133	6	12
Overland Fgt. Trans. Co.	127	24	34	16	Braun Baking Co.	138		2
Barnsdall Oil Co.	137	13	25	129	Amer. Fruit Growers Inc.	137		7
Nat'l Grain Yeast Corp.	150			50	Oswald Jaeger Bkg. Co.	135	1	1
Life Savers Corp.	150				Hope Natural Gas Co.	130		18
Brady Trans. & Stor. Co.	35	110	160	14	Clev. Builders Sup. Co.	122	1	1
Garrett Freightlines, Inc.	138	6	64	10	Long Trans. Co.	31	95	95
Chicago Daily News, Inc.	143			5	Central Truck Lines, Inc.	78	45	44

NOTE—The list is not complete although it includes most of the largest private shippers. Only a small number of the for-hire motor carriers of property has been included.

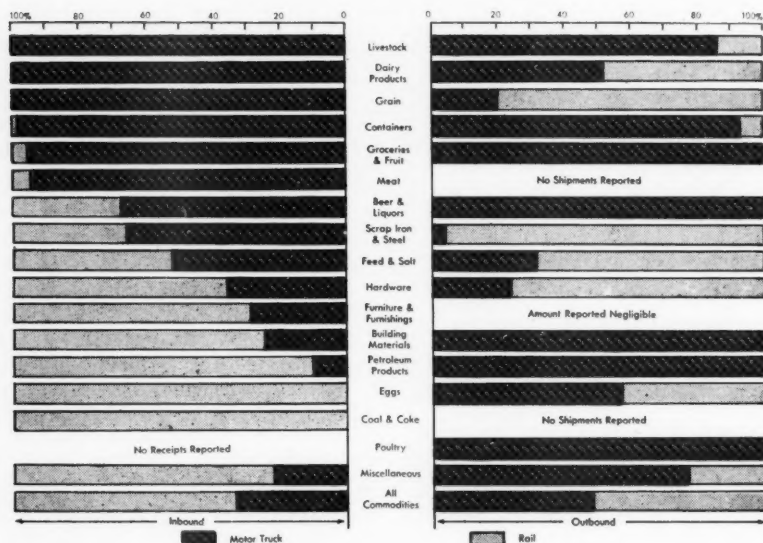
SOURCE: Survey by Automobile Manufacturers Association as of July 1944.

Small Business Firms Ship Nearly H

Source: Transportation Surveys by State Agricultural Colleges Covering 1300 Firms in 15 Counties During One Week, from May to August, 1942

Survey Area	Inbound (Tons)			Outbound (Tons)		
	Rail	Truck	%	Rail	Truck	%
Martin Co., Minn.....	1,820	875	32.5	1,421	1,266	47.1
Carroll Co., Mo.....	301	619	67.3	138	634	82.2
Moniteau Co., Mo.....	426	307	41.9	28	251	89.8
12 Counties, S. D.....	2,420	2,681	52.5	1,198	587	32.9
Total.....	4,967	4,482	47.5	2,785	2,738	49.6

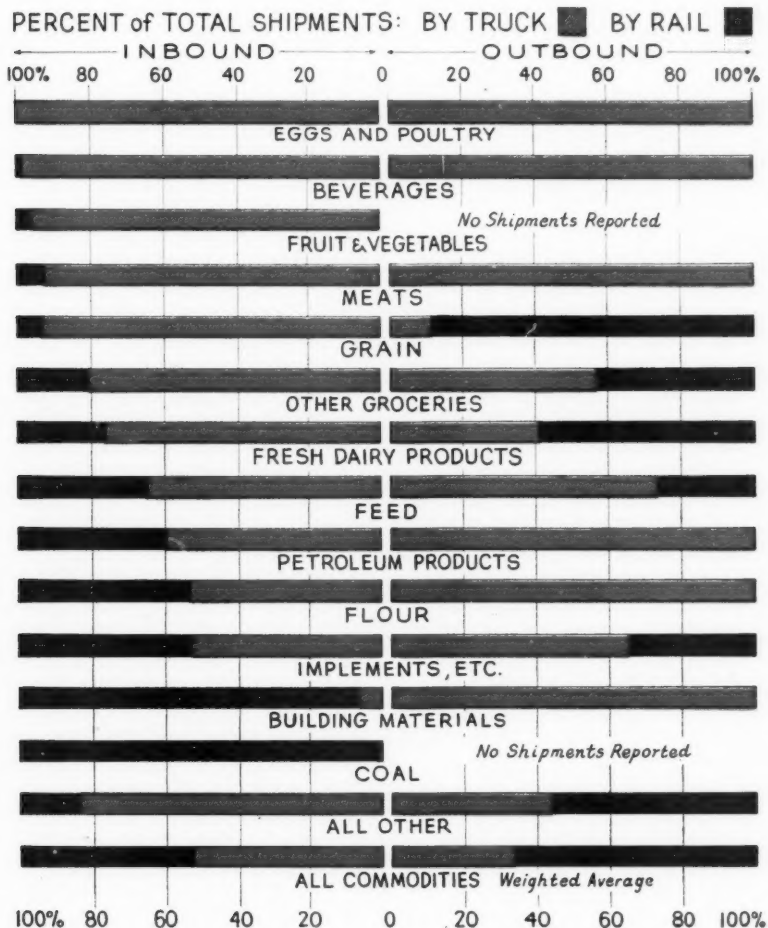
47 Percent of Products are Shipped by Truck in Martin Co., Minnesota



Source: Survey by the Agricultural College, University of Minnesota.

Half Their Freight by Motor Truck

Trucks Haul Half of Inbound and Third of Outbound Shipments in 12 South Dakota Counties



Source: Survey of 12 typical counties of South Dakota by the South Dakota State College

49 Large Cities Receive All Their Milk By Truck

City	Population*	Percent Received by Truck
Akron, Ohio	244,791	100
Albany, N. Y.	130,577	100
Atlanta, Ga.	302,288	100
Birmingham, Ala.	267,583	100
Bridgeport, Conn.	147,121	100
Buffalo, N. Y.	575,901	100
Canton, Ohio	108,401	100
Chattanooga, Tenn.	128,163	100
Cincinnati, Ohio	455,610	100
Cleveland, Ohio	878,336	100
Columbus, Ohio	306,087	100
Dayton, Ohio	210,718	100
Denver, Colorado	322,412	100
Des Moines, Iowa	159,819	100
Detroit, Mich.	1,623,452	100
Flint, Mich.	151,543	100
Fort Wayne, Ind.	118,410	100
Gary, Indiana	111,719	100
Grand Rapids, Mich.	164,292	100
Hartford, Conn.	166,267	100
Indianapolis, Ind.	386,972	100
Kansas City, Mo.	399,178	100
Knoxville, Tenn.	111,580	100
Long Beach, Cal.	164,271	100
Louisville, Ky.	319,077	100
Memphis, Tenn.	292,942	100
Miami, Fla.	172,172	100
Milwaukee, Wis.	587,472	100
Minneapolis, Minn.	492,370	100
New Bedford, Mass.	110,341	100
New Haven, Conn.	160,605	100
Norfolk, Va.	144,332	100
Oakland, Cal.	302,163	100
Oklahoma City, Okla.	204,424	100
Omaha, Neb.	223,844	100
Peoria, Ill.	105,067	100
Portland, Ore.	305,394	100
Richmond, Va.	193,042	100
Sacramento, Cal.	105,988	100
San Diego, Cal.	203,341	100
San Francisco, Cal.	634,536	100
Seattle, Wash.	368,302	100
South Bend, Ind.	101,268	100
Spokane, Wash.	122,001	100
St. Louis, Mo.	816,048	100
St. Paul, Minn.	287,936	100
Toledo, Ohio	282,349	100
Trenton, N. J.	124,697	100
Washington, D. C.	663,091	100
Baltimore, Md.	859,100	99
Los Angeles, Cal.	1,504,277	98
Pittsburgh, Pa.	671,689	98
Chicago, Ill.	3,396,908	89
Philadelphia, Pa.	1,931,334	87
New Orleans, La.	494,537	75
New York, N. Y.	7,454,995	61
Boston, Mass.	770,816	35

*U. S. Bureau of the Census, 1940.

Survey by Automobile Manufacturers Association of Milk Producers Associations and other sources.

Milk Shed of Large Cities Covers Many States

Truck Receipts of Milk by State of Origin, 1942

State of Origin	Total Receipts	40 Quart Units		Total Receipts	CREAM Truck Receipts	Percent Trucked
		MILK Truck Receipts	Percent Trucked			
NEW YORK CITY						
Connecticut	170,332	170,332	100.0%			
Indiana				7,372		
Maryland	196,027	149,966	76.5			
Massachusetts	83,128	83,128	100.0			
New Jersey	5,335,191	4,739,821	88.8	32,387	18,644	57.6%
New York	27,063,582	17,312,509	64.0	1,076,270	410,104	38.1
Ohio				29,669		
Pennsylvania	5,056,642	2,190,776	43.3	78,578	37,149	47.3
Vermont	1,627,433	672,214	41.3	59,643	7,735	13.0
Wisconsin				6,150		
TOTAL	39,532,335	25,318,746	64.0	1,290,069	473,632	36.7
PHILADELPHIA						
Delaware	578,387	578,387	100.0			
Indiana				59,255	30,364	51.2
Maryland	1,095,371	712,175	65.0	30,123	18,069	60.0
New Jersey	768,226	768,226	100.0	27	27	100.0
New York	53,064	53,064	100.0	34,944	2,346	6.7
Ohio				200		
Pennsylvania	6,842,676	5,760,201	84.2	132,693	118,840	89.6
Wisconsin				68,813		
TOTAL	9,337,724	7,872,053	84.3	326,055	169,646	52.0
BOSTON						
Indiana				35,666		
Maine	1,053,403	441,306	41.9	30,688	4,235	13.8
Massachusetts	939,194	818,109	87.1	452	149	33.0
Michigan				24,288		
Minnesota				8,890		
Missouri				30,526		
New Hampshire	818,106	485,410	59.3	3,651	703	19.3
New York	615,607	200		71,344	920	1.3
Ohio				35,408		
Vermont	3,734,872	1,130,982	30.3	281,419	84,856	30.2
Wisconsin				61,043		
TOTAL	7,161,182	2,876,007	40.2	583,365	90,863	15.6

SOURCE: U. S. Department of Agriculture.

Trucks Expand Farmers' Markets for Fresh Fruits, Vegetables

Truck Shipments from Florida, 1941-42 Season in Car Lot Equivalents

Destination	Citrus Fruits	Vegetables & Non-Citrus Fruits		Destination	Citrus Fruits	Vegetables & Non-Citrus Fruits
Alabama	1,399	854		North Carolina	2,609	1,929
Arkansas	100	34		Ohio	372	192
Delaware	63	40		Pennsylvania	652	1,775
Florida	313	216		South Carolina	1,480	1,067
Georgia	4,122	2,750		Tennessee	1,007	584
Illinois	225	426		Texas	68	407
Indiana	341	116		Virginia	2,128	1,102
Kentucky	183	122		West Virginia	360	146
Louisiana	81	344		Wisconsin	90	104
Maryland	866	1,143		Dist. Columbia	1,255	894
Michigan	195	150		Other*	390	4,883#
Mississippi	152	96		Total Truck	19,301	23,849
Missouri	150	268		Total Truck, Rail & Boat	86,373	62,058
New Jersey	57	68		Percent Trucked	22.3%	38.4%
New York	643	4,317				

*Includes shipments to Arizona, Colorado, Connecticut, Iowa, Kansas, Massachusetts, Minnesota, Nebraska, New Mexico, Oklahoma, Rhode Island, and Canada.

#Includes 4,646 carloads shipped after May 10, for which no destination data is available.

SOURCE: Florida State Department of Agriculture.

Motor Trucks Carry 90% Of Pulpwood



"About 90 per cent of the pulpwood cut in this country is carried in trucks all or part of the way from woods to mill. Trucks used in hauling pulpwood out of the woods are subjected to severe operating conditions, since much of the hauling is off the road (in woods) or on very poor roads."

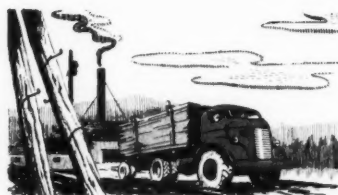
—U.S. Office of War Information

32% of California Lumber Shipped by Motor Truck

Truck and Rail Shipments of Lumber From Mills in California.

	Rail	Truck	Total	Percent Trucked
1941	1,601,000	739,650	2,340,650	31.6
1942	1,578,000	765,350	2,343,350	32.7
1943	1,508,000	708,100	2,216,100	32.0

Source: California Railroad Commission



Motor Trucks Serve Coal Mines

Net Tons Bituminous Coal and Lignite Shipped from Mines, 1942

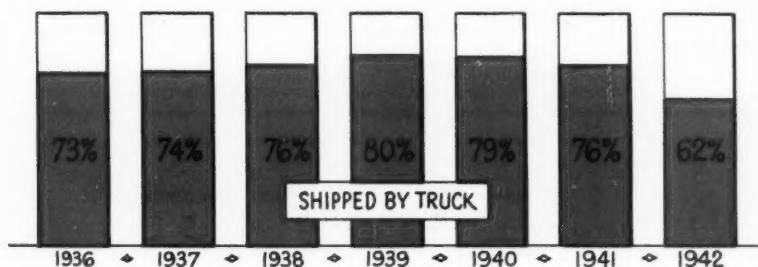
	Total Production	Truck Shipments	Percent Trucked		Total Production	Truck Shipments	Percent Trucked
Ala.	19,301,254	1,266,122	6.6%	Okla.	2,387,192	185,125	7.8
Alaska	260,893	8,553	3.3	Ore.	2,137	2,120	99.2
Ariz.	11,373	10,991	96.6	Penn.	144,073,189	13,249,951	9.2
Ark.	1,985,393	102,400	5.2	S.D.	53,538	73,410*	.....
Colo.	8,085,680	1,682,647	20.8	Tenn.	8,158,237	567,144	7.0
Ga.	30,913	215	.7	Texas	304,179	5,654	1.9
Ill.	65,070,819	7,732,174	11.9	Utah	5,516,849	442,223	8.0
Ind.	25,388,051	2,622,933	10.3	Va.	20,136,179	396,113	2.0
Iowa	2,947,722	1,520,369	51.6	Wash.	1,953,209	547,045	28.0
Kan.	4,229,858	374,335	8.8	W.Va.	155,881,497	2,078,454	1.3
Ky.	62,230,766	2,734,233	4.4	Wyo.	8,133,225	201,350	2.5
Md.	2,000,934	353,882	17.7				
Mich.	231,148	146,472	63.4	Totals			
Mo.	3,519,877	1,334,279	37.9	1942	582,692,937	45,154,432†	7.7
Mont.	3,828,682	164,569	4.3	1941	514,149,245	40,065,638	7.8
N.M.	1,668,659	112,591	6.7	1940	460,771,500	35,540,476	7.7
N.D.	2,537,016	525,118	20.7	1939	394,855,325	29,533,824	7.5
Ohio	32,764,468	6,713,960	20.5	1938	348,544,764	25,592,058	7.3

*Includes Montana Lignite.

†In addition, there were 18,842,916 net tons hauled by truck to railroad sidings and to waterways for shipment by rail and water. Thus a total of 63,997,348 net tons, or 11% of total production left the mines by truck.

Source: U.S. Bureau of Mines

75% of Crushed Stone Shipments Move by Truck



Stone, Sand, Cement, Anthracite Shipped by Trucks

	Total Shipments	Truck Shipments	Percent Trucked
Crushed Stone (Short Tons)			
1942.....	107,700,000	66,280,000	61.5
1941.....	110,190,000	83,710,000	76.0
1940.....	92,810,000	73,130,000	78.8
1939.....	96,890,000	77,870,000	80.4
1938.....	88,790,000	67,290,000	75.8
1937.....	80,270,000	59,380,000	74.0
1936.....	79,340,000	57,900,000	73.0

Sand and Gravel (Short Tons)			
1942.....	304,350,000	175,180,000	57.6
1941.....	288,720,000	181,610,000	62.9
1940.....	238,310,000	161,120,000	67.6
1939.....	226,010,000	155,660,000	68.9
1938.....	181,320,000	114,700,000	63.3
1937.....	189,660,000	107,147,000	56.5
1936.....	178,330,000	96,950,000	54.4

Portland Cement (376 lb. Barrels)			
1942.....	185,300,000	23,440,000	12.6
1941.....	167,440,000	24,780,000	14.8
1940.....	130,350,000	20,300,000	15.6
1939.....	122,650,000	16,460,000	13.4
1936.....	112,850,000	9,910,000	8.8
1934.....	75,900,000	4,840,000	6.4

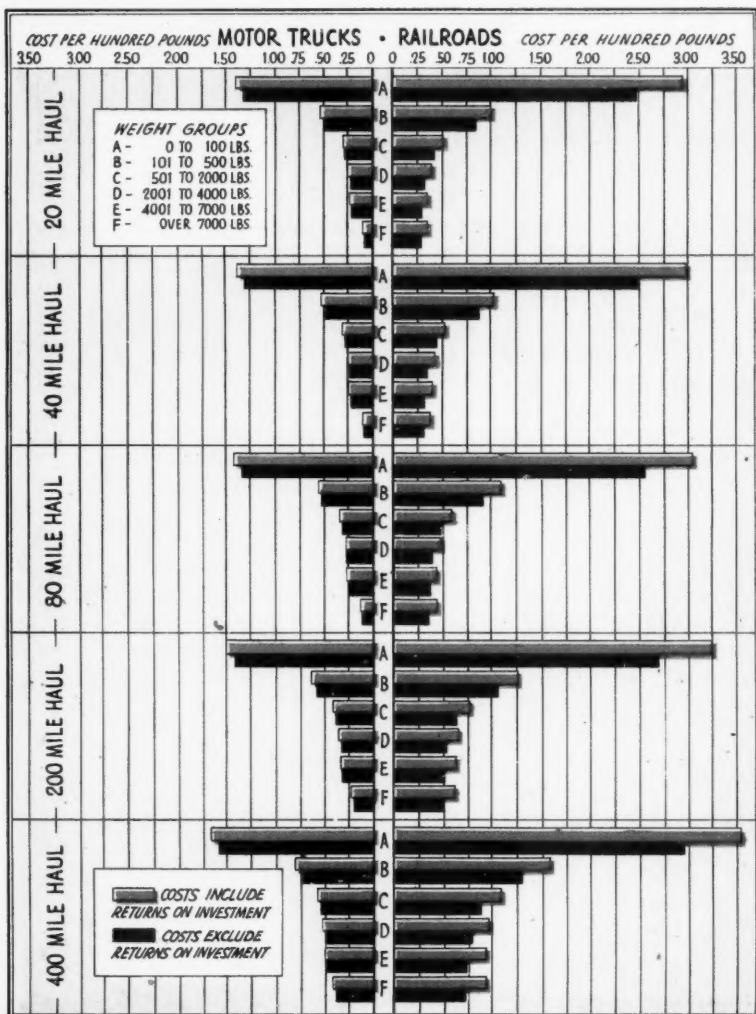
Pennsylvania Anthracite (Net Tons)†			
1942.....	53,090,000	7,960,000	15.0
1941.....	48,800,000	7,530,000	15.4
1940.....	44,980,000	6,190,000	13.8
1936.....	48,500,000	3,180,000	6.6

†Excluding exports.

SOURCE: U. S. Bureau of Mines.

L. T. L. Truck Costs 46% to 69% of L. C. L.

Costs are for movement in freight cars and trucks
would be about the



L.

ks
he

Q
A
Q
A
Q
A

R

lo

so

Rail Costs Per 100 Lbs. Up to 400 Miles

loaded to five tons. Relationships in chart and table same on 10-ton basis.

Average cost of moving commodities in the lower Mississippi Valley area in less-than-truckloads and less-than-car-loads for the different weight-groups shown.

STATED IN DOLLARS PER 100 POUNDS NET LOAD PER CAR AND PER TRUCK, 5 TONS

Miles		0 to 100 lbs. (Av. 60 lbs.)	101 to 500 lbs. (Av. 232 lbs.)	501 to 2,000 lbs. (Av. 943 lbs.)	2,001 to 4,000 lbs. (Av. 2,746 lbs.)	4,001 to 7,000 lbs. (Av. 5,173 lbs.)	7,001 to 10,000 lbs. (Av. 7,505 lbs.)
Excluding return on investment (a)							
20	Rail	\$2.482	\$0.833	\$0.411	\$0.316	\$0.291	\$0.284
	Truck	1.291	0.468	0.264	0.214	0.200	0.196
40	Rail	2.506	0.857	0.435	0.340	0.314	0.308
	Truck	1.300	0.477	0.273	0.224	0.209	0.206
60	Rail	2.529	0.880	0.447	0.363	0.338	0.331
	Truck	1.314	0.492	0.288	0.238	0.233	0.220
80	Rail	2.553	0.905	0.483	0.388	0.362	0.356
	Truck	1.333	0.510	0.306	0.256	0.242	0.239
100	Rail	2.577	0.928	0.506	0.411	0.386	0.379
	Truck	1.336	0.513	0.309	0.259	0.245	0.242
200	Rail	2.696	1.047	0.625	0.531	0.505	0.498
	Truck	1.413	0.590	0.386	0.336	0.322	0.319
300	Rail	2.814	1.165	0.743	0.649	0.623	0.617
	Truck	1.490	0.667	0.463	0.414	0.399	0.396
400	Rail	2.934	1.285	0.863	0.768	0.742	0.736
	Truck	1.567	0.744	0.540	0.491	0.476	0.473
Including return on investment (b)							
20	Rail	2.949	0.997	0.497	0.385	0.355	0.348
	Truck	1.359	0.493	0.278	0.226	0.210	0.207
40	Rail	2.978	1.026	0.526	0.414	0.384	0.377
	Truck	1.369	0.503	0.288	0.235	0.220	0.217
60	Rail	3.007	1.055	0.541	0.443	0.413	0.406
	Truck	1.384	0.518	0.303	0.250	0.235	0.232
80	Rail	3.037	1.086	0.585	0.473	0.444	0.436
	Truck	1.403	0.537	0.322	0.270	0.254	0.251
100	Rail	3.066	1.115	0.614	0.502	0.473	0.465
	Truck	1.406	0.540	0.325	0.273	0.258	0.254
200	Rail	3.214	1.262	0.762	0.650	0.621	0.613
	Truck	1.487	0.621	0.406	0.254	0.339	0.335
300	Rail	3.360	1.409	0.909	0.797	0.767	0.759
	Truck	1.569	0.703	0.488	0.435	0.420	0.417
400	Rail	3.508	1.557	1.057	0.945	0.915	0.907
	Truck	1.650	0.784	0.569	0.516	0.501	0.492

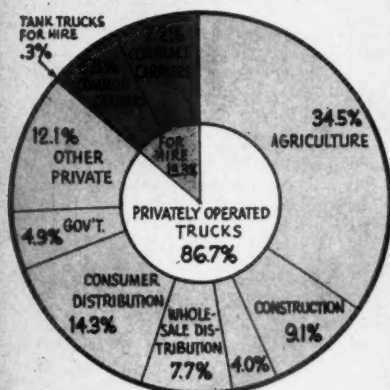
(a) Covers operating expenses, rents, taxes, railroad passenger deficit

(b) Covers operating expenses, rents, taxes, railroad passenger deficit, and allowance for return of 4 percent on value of railroad property, and allowance for return based on 95 percent operating rates for motor carriers.

Note: The average net load per vehicle was average common carrier truckload of general commodities and more than the average L.C.L. rail carload in the study period—1939 for rails and calendar year 1940 for trucks—but was substantially below the average load capacity for trucks as well as for freight cars. Both freight cars and trucks are carrying heavier loads during the war period.

Source: "Relative Economy and Fitness of Carriers," Chapter 1, Page 5, a report submitted to Congress in Sept., 1944 by the Board of Investigation and Research.

85% OF TRUCKS OWNED BY PRIVATE OPERATORS



ANNUAL MILEAGE PER TRUCK

	MILES
AGRICULTURE	7,067
CONSTRUCTION	8,262
MANUFACTURING	13,292
WHOLESALE DISTRIBUTION	12,225
CONSUMER DISTRIBUTION	8,710
GOVERNMENTAL	8,466
OTHER PRIVATE	9,654
INTERCITY COMMON CARRIERS	31,125
LOCAL COMMON CARRIERS	10,073
CONTRACT CARRIERS	17,931
ALL TRUCKS	10,218

Farmers Use 34% of

Private Trucks Average 9,826 Miles, For-Hire Truckers Operate Half

For-Hire Truckers Operate Half

NUMBER OF TRUCKS AND TRAILERS

Vocational Group	Motor Trucks Number	% Total	Trailers & Semi-trailers Number	% Total
Private Trucks				
Agriculture	1,638,416	34.54	9,513	4.40
Consumer Distribution	679,542	14.33	10,859	5.03
Wholesale Distribution	365,580	7.71	15,170	7.02
Manufacturing	187,256	3.95	20,543	9.51
Construction	431,802	9.10	8,171	3.78
Extractive	92,221	1.94	10,533	4.87
Personal Transportation	152,879	3.22	138	0.06
Business, Professional & Personal Service	130,723	2.75	4,092	1.89
Other Public Utilities	88,633	1.87	12,028	5.57
Institutional Agencies	20,812	.44	356	.16
Tank Trucks (Private Uses)	90,382	1.91	7,487	3.46
Not Elsewhere Classified	1,898	.04	12	.01
Government Agencies	233,421	4.92	8,202	3.80
Total Private	4,113,565	86.72	107,104	49.56
For-Hire Trucks				
Intercity Common Carriers	154,967	3.27	64,900	30.02
Local Common Carriers	117,310	2.47	10,803	5.00
All Contract Carriers	342,890	7.23	25,979	12.02
Tank Trucks (For-Hire Uses)	14,850	.31	7,342	3.40
Total For-Hire	630,017	13.28	109,024	50.44
Total Trucks	4,743,582	100%	216,128	100%

Passenger Carriers

Buses:

School	84,948	26.64	8	.69
Local & Suburban ①	59,415	18.63	218	18.66
Intercity ①	21,709	6.81	160	13.70
Total Buses	166,072	52.08	386	33.05
Taxicabs	78,642	24.67	1	.09
Rental Cars ②	24,941	7.82	761	65.15
Ambulances & Hearses	49,211	15.43	20	1.71
Total Passenger Carrying	318,866	100%	1,168	100%

① Includes a relatively minor number of service trucks.

② Miles per gallon is less than the amount shown because of the fact that mileage is certified to approximately 2,600 trolley

Source: Office of Defense Transportation, summary of data reported changes reported up to June 30, 1944.

of All Motor Trucks

es, For-Hire Trucks 20,469 Miles Per Year
rate Half of All Truck Trailers

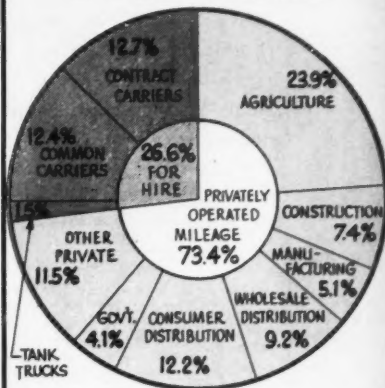
CARRIERS & Trailers % Total	ANNUAL MILEAGE CERTIFIED		ANNUAL MOTOR FUEL CERTIFIED		Aver. Miles Per Gallon
	Total for Power Units (000)	% Total	Aver. Per Power Unit	Gallons (000)	
4.40	11,578,523	23.89	7,067	1,099,217	18.96
5.03	5,918,895	12.21	8,710	650,597	11.22
7.02	4,469,114	9.22	12,225	521,248	8.99
9.51	2,488,966	5.13	13,292	322,433	5.56
3.78	3,567,584	7.36	8,262	385,974	6.66
4.87	1,322,827	2.73	14,344	181,613	3.13
0.06	920,455	1.90	6,021	80,462	1.39
1.89	1,020,350	2.11	7,805	108,769	1.88
5.57	785,587	1.62	8,863	76,002	1.31
.16	141,779	.29	6,812	14,855	.26
3.46	1,380,074	2.85	15,269	211,171	3.64
.01	4,637	.01	2,443	402	.01
3.80	1,976,156	4.08	8,466	273,456	4.72
49.56	35,574,947	73.40	9,826	3,926,199	67.73
30.02	4,823,413	9.95	31,128	769,563	13.28
5.00	1,181,612	2.44	10,073	168,005	2.90
2.02	6,148,340	12.68	17,931	803,234	13.85
3.40	742,751	1.53	50,017	130,035	2.24
50.44	12,896,116	26.60	20,469	1,870,837	32.27
100%	48,471,063	100%	10,218	5,797,036	100%
.69	736,876	9.47	8,674	97,512	8.84
8.66	2,161,393	27.78	36,378	442,924	40.16
3.70	1,343,213	17.27	61,874	227,043	20.59
33.05	4,241,482	54.52	25,540	767,479	69.59
.09	2,891,768	37.17	36,771	262,968	23.84
35.15	295,067	3.79	11,831	37,183	3.37
1.71	351,632	4.52	7,145	35,295	3.20
100%	7,779,949	100%	24,399	1,102,925	100%

coaches for which no fuel is included. This material is not separable except in the case of power units.

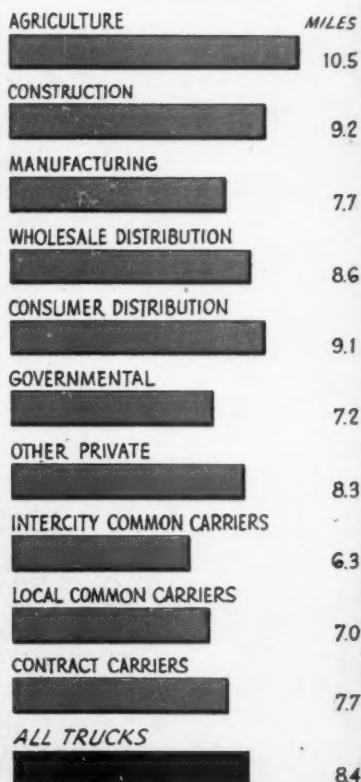
(2) Includes approximately 13,000 rental trucks for which other information is not separable.

reported in applications for Certificates of War Necessity, modified

73% OF TRUCK MILEAGE IS
BY PRIVATE OPERATORS

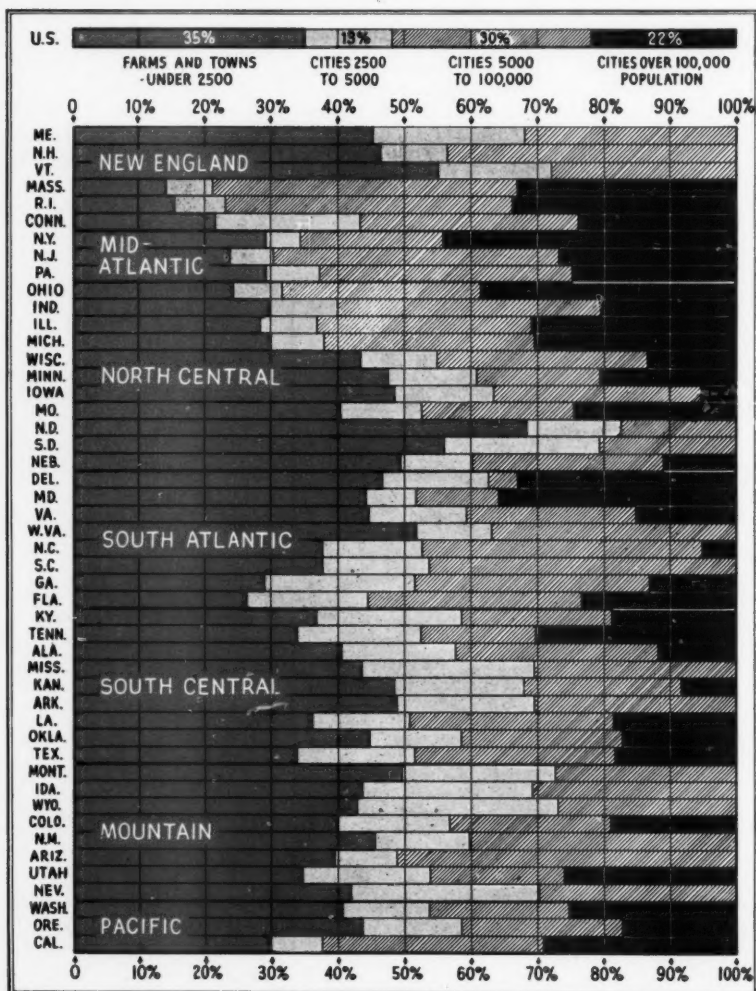


MILES PER GALLON OF GASOLINE



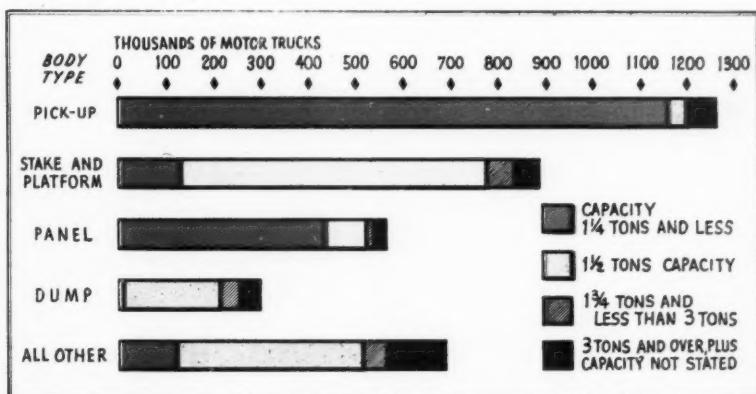
35% of All Motor Trucks Are on Farms and in Towns Under 2,500 Population

Chart Shows Percentage of All Commercial Cars and Trucks Located on Farms and in Cities of Various Size Groups by States



Source: Nationwide Truck and Bus Inventory, 1941, by Public Roads Administration.

31% of Motor Trucks Have Pick-up Bodies of Less Than 1½ Ton



Stake and Platform Truck Body Types Rank Next to Pick-up in Popularity

Number of Motor Trucks Classified by Body Type and Manufacturer's Rated Capacity in Tons

Body Type	Less than 1	1 and 1½	1½	1¾ to 2¾	3 to 4½	5 and over	Total*	Percent
Pick-up.....	1,092,999	67,091	42,479	5,509	1,901	529	1,264,464	34.0
Van.....	3,285	5,210	65,737	17,500	10,254	4,508	109,512	3.0
Panel.....	360,722	63,262	99,630	12,755	3,990	1,835	566,910	15.3
Cargo.....	5,702	14,833	85,756	9,968	5,516	3,816	128,688	3.5
Dump.....	2,834	6,088	199,942	35,269	27,217	23,840	303,794	8.2
Rack.....	7,107	8,375	76,241	8,975	4,042	2,693	111,323	3.0
Stake or Platform...	51,113	71,382	652,579	53,202	23,634	14,483	887,590	23.9
Express or Screen...	16,014	9,117	22,452	3,000	1,156	543	54,052	1.5
Other.....	34,946	10,746	124,133	20,436	14,684	12,921	230,850	6.2
Not Reported.....	3,804	1,491	7,279	900	446	318	54,954	1.5
Total.....	1,578,526	257,595	1,376,228	167,514	92,840	65,486	3,711,137	100.0
Percent.....	42.5	6.9	37.1	4.5	2.5	1.8	100.0	

NOTE: Survey did not include all trucks and commercial cars in use in 1941. See footnote to table on page 32. Table does not include 121,256 Tractor-Tractors but does include publicly owned trucks.

*Total column includes 172,948 trucks not reported by capacity groups:

Pick-up 52,956, Van 3,018, Panel 24,716, Cargo 3,097, Dump 8,604, Rack 3,890, Stake or Platform 21,197, Express or Screen 1,770, Other 12,984 and "Not Reported" 40,716.

Source: Nation-wide Truck and Bus Inventory, 1941, U. S. Public Roads Administration.

Motor Trucks and Tractor-Trucks

Survey Did Not Cover All

	Less Than 1	1 to 1½	1½ to 2½	2½ to 3½	3 to 4½
Alabama.....	19,704	1,145	20,689	811	125
Arizona.....	10,735	1,033	5,537	734	508
Arkansas.....	36,417	3,225	17,117	645	172
California.....	127,558	19,574	96,223	16,264	9,564
Colorado.....	21,039	2,934	20,575	1,255	1,052
Connecticut.....	21,752	4,034	16,358	3,083	2,879
Delaware.....	4,186	825	4,192	554	325
Florida.....	28,627	3,777	26,845	2,540	734
Georgia.....	32,470	2,696	27,694	1,236	240
Idaho.....	12,913	1,206	9,251	1,002	480
Illinois.....	71,355	18,642	92,839	15,694	7,684
Indiana.....	43,073	6,625	43,877	3,642	2,222
Iowa.....	29,598	7,020	34,404	2,999	2,322
Kansas.....	39,385	9,720	36,142	2,310	864
Kentucky.....	28,400	4,089	22,132	1,235	548
Louisiana.....	25,853	2,928	22,449	2,983	1,736
Maine.....	14,616	1,557	17,687	1,850	979
Maryland.....	13,629	3,485	17,929	3,285	2,180
Massachusetts.....	31,832	5,300	36,064	8,866	6,006
Michigan.....	46,855	7,505	50,308	5,017	2,912
Minnesota.....	41,474	8,497	51,942	3,375	2,356
Mississippi.....	17,691	1,949	16,051	949	486
Missouri.....	56,512	7,127	52,792	3,611	1,872
Montana.....	22,180	4,738	15,564	919	458
Nebraska.....	22,967	5,614	27,592	1,664	828
Nevada.....	4,858	460	2,104	329	186
New Hampshire.....	9,013	569	6,343	800	545
New Jersey.....	40,529	8,171	38,566	7,681	6,086
New Mexico.....	11,757	938	6,570	514	245
New York.....	96,318	21,067	101,318	24,838	15,905
North Carolina.....	41,669	3,299	29,646	2,179	1,428
North Dakota.....	11,713	7,575	14,443	441	270
Ohio.....	57,608	10,804	68,062	10,896	4,049
Oklahoma.....	38,678	5,528	25,886	1,899	922
Oregon.....	32,238	2,906	24,369	2,461	1,993
Pennsylvania.....	85,994	17,179	65,254	18,836	16,612
Rhode Island.....	8,569	1,600	4,852	1,800	1,809
South Carolina.....	16,749	1,680	16,339	1,473	676
South Dakota.....	10,016	4,646	11,948	1,067	256
Tennessee.....	32,946	2,483	27,771	1,968	587
Texas.....	91,645	11,725	61,488	6,863	2,676
Utah.....	9,777	929	5,998	828	547
Vermont.....	7,660	567	5,907	810	488
Virginia.....	29,521	4,426	33,912	4,141	1,000
Washington.....	37,790	6,162	30,153	4,611	2,693
West Virginia.....	24,108	2,517	13,231	3,181	574
Wisconsin.....	46,428	6,053	41,805	4,421	2,739
Wyoming.....	7,577	768	5,097	479	288
Dist. of Columbia.....	5,287	946	5,674	907	905
Total Surveyed.....	1,579,279	258,243	1,428,989	189,946	113,011

① For various reasons the survey did not include several groups of commercial vehicles which have usually been included in motor truck registrations compiled annually by the Public Roads Administration. Some of the omitted groups were: Sedan deliveries estimated at 50,000; station wagons estimated at 104,000; converted passenger cars estimated at 102,000; old vehicles not inventoried in Maryland and Wisconsin

By Rated Capacity By States, 1941

Commercial Cars and Trucks In Use

RATED CAPACITY—TONS

5 to 6½	7 to 9½	10 to 22½	Not Segregated	Total	
22	1	12	50	42,559	Alabama
183	29	50	486	19,295	Arizona
56	10	23	105	57,770	Arkansas
4,609	1,433	2,023	15,704	292,952	California
262	14	11	4,924	52,066	Colorado
1,530	748	435	386	51,205	Connecticut
177	42	17	14	10,332	Delaware
179	32	115	1,709	64,558	Florida
48	6	33	294	64,717	Georgia
266	50	50	232	25,450	Idaho
2,991	743	828	6,640	217,416	Illinois
137	18	24	85	99,703	Indiana
1,002	120	67	10,591	88,123	Iowa
201	40	34	5,228	93,924	Kansas
70	44	12	308	56,838	Kentucky
476	140	198	73	56,836	Louisiana
366	120	66	163	37,404	Maine
711	109	182	4,315	45,825	Maryland
3,580	1,131	1,249	267	94,295	Massachusetts
1,662	364	186	6,085	120,904	Michigan
519	94	65	155	108,477	Minnesota
185	50	20	67	37,448	Mississippi
383	55	73	4,715	127,140	Missouri
86	34	20	104	44,103	Montana
120	13	23	337	59,158	Nebraska
116	25	39	46	8,163	Nevada
214	42	73	156	17,755	New Hampshire
3,605	1,810	787	1,292	108,527	New Jersey
77	23	13	283	20,420	New Mexico
9,350	6,536	3,288	21,720	300,340	New York
387	57	134	50	78,849	North Carolina
29	15	11	38	34,535	North Dakota
1,021	123	206	48,851	201,620	Ohio
183	69	49	228	73,442	Oklahoma
525	102	80	125	64,799	Oregon
7,342	2,837	1,323	14,902	230,279	Pennsylvania
948	416	237	151	20,382	Rhode Island
203	20	18	60	37,218	South Carolina
74	12	19	158	28,196	South Dakota
82	6	7	59	65,909	Tennessee
845	239	222	30,819	206,522	Texas
312	66	32	52	18,541	Utah
123	28	13	26	15,622	Vermont
82	6	32	59	73,179	Virginia
1,055	292	320	161	83,237	Washington
53	5	8	121	43,798	West Virginia
1,080	338	135	239	103,238	Wisconsin
76	10	6	637	14,938	Wyoming
378	195	28	66	14,386	Dist. of Columbia
47,981	18,712	12,896	183,336	3,852,393 ①	Total Surveyed

totaling 32,724; and other groups including unanswered questionnaires, plus scrapped trucks included in 1941 P.R.A. registrations.

Source: Nation-wide Truck and Bus Inventory, 1941, U.S. Public Roads Administration.

707,000 For-Hire Trucks by

State	N. A. ①	COMMON CARRIER				CONTRACT CARRIER	
		Intra-State	Inter-State	Intra & Inter	Total Common	N. A. ②	Intra-State
Alabama.....	48	1,198	296	585	2,127	6	437
Arizona.....	25	1,017	132	115	1,289	6	161
Arkansas.....	35	1,502	198	410	2,145	10	559
California.....	352	14,189	1,720	2,666	18,927	88	5,388
Colorado.....	41	2,157	579	421	3,198	8	626
Connecticut.....	112	1,754	297	1,508	3,671	8	412
Delaware.....	12	301	202	143	658	8	49
Florida.....	53	1,134	346	499	2,032	8	549
Georgia.....	70	1,639	425	697	2,831	8	468
Idaho.....	12	662	154	308	1,136	6	310
Illinois.....	383	10,654	2,728	4,011	17,776	228	3,359
Indiana.....	211	2,344	1,470	2,008	6,033	39	946
Iowa.....	80	3,900	1,044	2,017	7,041	9	939
Kansas.....	62	1,897	652	928	3,539	22	1,361
Kentucky.....	108	1,691	470	651	2,920	4	725
Louisiana.....	52	1,662	388	548	2,650	28	652
Maine.....	35	1,324	250	160	1,769	19	641
Maryland.....	42	1,225	789	1,216	3,272	12	355
Massachusetts.....	174	6,769	1,205	4,443	12,591	21	1,057
Michigan.....	83	3,130	1,022	1,393	5,628	177	971
Minnesota.....	94	3,852	756	766	5,468	35	984
Mississippi.....	23	1,144	255	144	1,566	27	485
Missouri.....	163	4,433	1,820	2,333	8,749	26	1,234
Montana.....	29	772	134	203	1,138	13	405
Nebraska.....	81	2,736	638	1,413	4,868	17	425
Nevada.....	6	147	70	106	329	4	134
New Hampshire.....	20	548	195	345	1,108	5	303
New Jersey.....	108	3,464	1,622	3,639	8,833	84	1,369
New Mexico.....	18	641	106	224	989	2	251
New York.....	315	11,820	2,559	7,048	21,742	196	4,798
North Carolina.....	96	1,643	1,520	1,160	4,419	29	832
North Dakota.....	15	838	127	145	1,125	3	152
Ohio.....	278	5,015	2,281	3,803	11,377	20	2,820
Oklahoma.....	74	2,554	542	1,050	4,220	22	673
Oregon.....	59	1,636	178	716	2,589	24	807
Pennsylvania.....	246	12,191	2,569	5,639	20,645	95	3,233
Rhode Island.....	14	465	240	627	1,346	8	462
South Carolina.....	32	1,006	239	567	1,844	9	323
South Dakota.....	21	1,080	180	292	1,573	1	204
Tennessee.....	39	1,993	816	1,101	3,949	8	750
Texas.....	207	6,737	1,281	2,430	10,655	46	2,761
Utah.....	13	579	231	208	1,031	4	201
Vermont.....	21	727	229	309	1,286	3	194
Virginia.....	101	2,408	1,137	1,148	4,794	72	1,272
Washington.....	59	4,134	403	1,222	5,818	7	557
West Virginia.....	50	1,698	426	897	3,071	11	669
Wisconsin.....	114	2,154	950	715	3,933	96	4,797
Wyoming.....	15	436	115	180	746	12	422
District of Columbia ...	25	360	106	291	782	46	97

Total.....4,326 137,360 36,092 63,448 241,226 1,640 51,579

① "Common Carrier," but not segregated as to intrastate or interstate.

② "Contract Carrier", but not segregated as to intrastate or interstate.

③ "For-Hire", but not segregated as to contract, common or local haul.

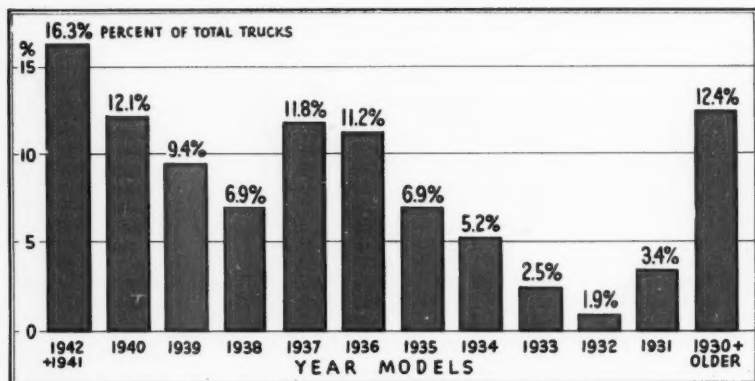
Type of Service, by States, 1941

CONTRACT CARRIER			Local Haul	N. A. (9)	Total for Hire	State
Inter- State	Intra & Inter	Total Contract				
75	87	605	4,610	127	7,469	Alabama
30	27	224	1,099	89	2,701	Arizona
106	101	776	6,925	287	10,133	Arkansas
292	570	6,338	18,416	987	44,668	California
89	59	782	3,936	229	8,145	Colorado
101	110	631	4,023	84	8,409	Connecticut
70	52	179	830	29	1,696	Delaware
111	163	831	3,932	165	6,960	Florida
141	155	772	4,566	118	8,287	Georgia
66	59	441	1,949	91	3,617	Idaho
768	1,010	5,365	29,454	2,494	55,089	Illinois
381	1,062	2,428	11,898	583	20,942	Indiana
226	205	1,379	8,543	438	17,401	Iowa
323	318	2,024	8,873	324	14,760	Kansas
131	171	1,031	7,062	121	11,134	Kentucky
99	100	879	4,661	137	8,327	Louisiana
84	101	845	5,840	245	8,699	Maine
227	271	865	3,724	184	8,045	Maryland
267	448	1,793	5,278	458	20,120	Massachusetts
229	407	1,784	13,813	335	21,560	Michigan
149	93	1,261	15,345	334	22,408	Minnesota
73	33	618	3,883	103	6,170	Mississippi
577	647	2,484	17,814	1,071	30,118	Missouri
72	116	606	2,638	182	4,564	Montana
175	135	752	6,160	190	11,970	Nebraska
17	30	185	577	59	1,150	Nevada
66	53	427	2,011	130	3,676	New Hampshire
817	1,278	3,548	7,772	487	20,640	New Jersey
65	56	374	1,676	91	3,130	New Mexico
923	2,433	8,350	33,762	3,229	67,083	New York
216	144	1,221	4,986	150	10,776	North Carolina
23	8	186	3,847	121	5,279	North Dakota
678	1,221	4,739	18,058	1,155	35,329	Ohio
146	184	1,025	7,047	311	12,603	Oklahoma
88	69	988	4,082	699	8,358	Oregon
864	1,729	5,921	24,655	1,182	52,403	Pennsylvania
141	245	856	1,128	57	3,387	Rhode Island
73	83	488	2,965	102	5,399	South Carolina
40	33	278	2,347	218	4,416	South Dakota
241	74	1,073	7,372	352	12,746	Tennessee
360	338	3,505	20,127	1,263	35,550	Texas
51	33	289	1,931	83	3,334	Utah
73	37	307	2,087	92	4,772	Vermont
426	312	2,082	6,735	218	13,829	Virginia
58	70	692	4,689	253	11,452	Washington
133	152	965	2,526	121	6,683	West Virginia
386	595	5,874	7,744	168	17,719	Wisconsin
51	70	555	1,089	59	2,449	Wyoming
59	205	407	1,505	27	2,721	District of Columbia
10,857	15,952	80,028	365,990	20,032	707,276	Total

NOTE: Federal, state and local government-owned vehicles are excluded. Truck-tractors are included.

SOURCE: Nation-wide Truck and Bus Inventory, 1941, U. S. Public Roads Administration.

Half Of Trucks In Use Were Made Prior To 1937



One Out of Every 8 Trucks Was Made Prior to 1931

Age Distribution of Motor Trucks and Trailers, as of December 31, 1941

Year Model	Trucks and Truck-Tractors			Semi-Trailers		Trailers	
	Number	Percent	Cumulative Percent	Number	Percent	Number	Percent
1942*	59,272	1.6	100	755	0.7	131	0.5
1941	558,318	14.7	98.4	20,109	18.2	3,372	14.3
1940	460,415	12.1	83.7	17,748	16.0	2,897	12.3
1939	357,631	9.4	71.6	13,669	12.3	2,088	8.9
1938	262,657	6.9	62.2	7,888	7.1	1,717	7.3
1937	447,875	11.8	55.3	11,576	10.5	2,342	9.9
1936	425,320	11.2	43.5	12,452	11.2	2,164	9.2
1935	261,972	6.9	32.3	8,766	7.9	1,794	7.6
1934	198,518	5.2	25.4	5,234	4.7	986	4.2
1933	95,508	2.5	20.2	3,184	2.9	543	2.3
1932	71,741	1.9	17.7	2,016	1.8	574	2.4
1931	130,250	3.4	15.8	1,408	1.3	712	3.0
1930 and older	469,144	12.4	12.4	5,953	5.4	4,262	18.1
Total, Year Reported ^①	3,798,621	100%		110,758	100%	23,582	100%
Year-Model Not Reported	33,772			28,058		6,835	
Total ^①	3,832,393			138,816		30,417	

^①Note: Survey did not cover all commercial cars and trucks in use in 1941, but it is believed that the proportions for each year model were correct as of December 31, 1941.

*Includes only part of the 1942 year-model trucks produced.

Source: Truck and Bus Inventory, 1941, Public Roads Administration.

Stake, Platform and Van Are Most Popular Trailer Body Types

Number of Truck-Trailers Classified by Body Type and
Manufacturer's Rated Capacity in Tons

Body Type	Less than 2	2 to 3	3½ to 4½	5 to 6½	7 to 9½	10 and over	Not Reported	Total	Per- cent
Van	1,341	11,228	2,705	5,115	4,917	11,495	6,126	42,927	25.4
Cargo	921	3,123	1,046	2,379	1,426	4,565	3,292	16,752	9.9
Dump	207	383	119	200	216	640	963	2,728	1.6
Rack	462	793	169	441	363	608	1,163	3,999	2.4
Stake or Platform	8,401	8,482	2,415	6,568	4,041	8,649	11,458	50,014	29.5
Express or Screen	41	62	20	47	33	114	125	442	.3
Other	4,660	6,235	1,832	4,157	4,587	6,976	13,145	41,592	24.5
Not Reported	826	1,236	375	777	617	1,190	5,758	10,779	6.4
Total	16,859	31,542	8,681	19,684	16,200	34,237	42,030	169,233	100.0
Percent	10.0	18.6	5.1	11.6	9.6	20.2	24.8	100.0	

NOTE: Survey omitted small trailers and semi-trailers, under 1½ ton capacity, such as are pulled by passenger cars.

Source: Nation-wide Truck and Bus Inventory, 1941, U. S. Public Roads Administration.

32,000 Refrigerated Type Trucks and Trailers in Use, 1941

Refrigerated Body Type	Trucks	Trailers	Semi- Trailers	Total
Van	9,394	279	3,827	13,500
Panel	12,101			12,101
Other Non-Tank	5,220	34	615	5,869
Milk Tank	318	26	184	528
Other Tank	69	9	8	86
Total	27,102	348	4,634	32,084

109,000 Tank Trucks and Trailers in Use, 1941

Gasoline	63,951	1,326	6,923	72,200
Oil	19,564	435	1,304	21,303
Milk	1,560	103	731	2,394
Other	5,019	340	574	5,933
Demountable	6,524	44	70	6,638
Milk—Refrigerated	318	26	184	528
Other—Refrigerated	69	9	8	86
Total	97,005	2,283	9,794	109,082

NOTE: Survey did not include all commercial cars and trucks in use in 1941.

Source: Nation-wide Truck and Bus Inventory, 1941, Public Roads Administration.

Average Annual Mileage Per Truck By Occupations

Business Group	Average Annual Mileage		Kind of Trucking	Average Annual Mileage	
	Trucks	Truck-Tractors		Trucks	Truck-Tractors
Agriculture.....	7,800	19,300	Private—Not for Hire.....	9,400	25,100
Forestry and Fishing.....	10,200	31,200	Private—For Hire.....	12,500	34,400
Mining.....	11,100	19,100	Not Reported.....	10,700	22,600
Contract Construction.....	8,600	14,300	Common Carrier.....	14,700	36,900
Manufacturing.....	12,700	26,000	Contract Carrier.....	15,500	35,000
Public Utilities.....	8,500	21,100	Local Haul.....	10,800	17,980
Retail and Wholesale Trade.....	11,300	30,400			
Finance, Insurance, etc.....	5,600	8,500	Capacity, Tons		
Service Industries.....	8,800	13,400	Less than 1.....	9,200	14,600
Government.....	11,800	14,000	1—1½.....	8,200	18,300
Miscellaneous.....	12,900	35,300	1½.....	10,800	27,100
			1½—2½.....	11,800	33,500
Body Type			3—4½.....	12,700	36,400
Pickup.....	8,600		5—6½.....	13,100	33,100
Panel.....	11,200		7—9½.....	13,978	32,400
Stake or Platform.....	9,800		10—22½.....	18,700	31,900
Dump.....	11,300		Not reported.....	9,400	27,700
Cargo.....	10,600				
Van.....	14,500		Garaged Location of Truck		
Rack.....	10,500		Rural.....	9,300	26,000
Express or Screen.....	8,900		Urban.....	10,400	31,800
Tanks ①.....	11,600				
Not Reported.....	11,200		All Vehicles.....	10,013	30,500
Refrigerated ①.....	16,100				

① Preliminary data, subject to correction.

Source: Nationwide Truck and Bus Inventory, 1941, by Public Roads Administration.

Motor Trucks Owned by State and Local Governments, 1941

	Trucks	Truck Tractors	Total
Federal.....		Not Surveyed	
State.....	41,052	343	41,395
County.....	34,881	198	35,079
City.....	47,006	504	47,510
Township.....	11,360	58	11,418
School District.....	1,692	8	1,700
Village.....	1,669	7	1,676
Other Public.....	1,298	9	1,307
Not Available.....	156	...	156
Total Publicly Owned.....	139,114	1,127	140,241

Source: Nationwide Truck and Bus Inventory, 1941, Public Roads Administration.

Motor and Air Transport Groups Opposed to Transport Integration Plan

A plan for the integration of all transportation agencies into a limited number of transportation systems in the United States, variously interpreted to mean eleven to seventeen companies, has been proposed by the Transportation Association of America. Statements opposing this or any similar plan have been issued by several organizations in the automotive industry and one in the air transport industry, as follows:

* * * * *

The Automobile Manufacturers Association statement issued August 10, 1944, reads:

"It is very doubtful that the public interest or that of transportation would be served by giving up a seasoned system of competition which is virtually free from public complaint by substituting an entirely untried plan.

"Instead of being a stop-gap to government ownership and a means of preserving the competitive enterprise system, revolutionary integration of transportation might be the opening wedge to bring it about."

* * * * *

National Council of Private Motor Truck Owners On January 27, 1944 Passed the Following Resolution:

"Be it resolved that the Council oppose any of the so-called integration plans and other plans looking to the curtailment or lessening of competition in transportation and any proposals to prevent industry from using its own facilities to move its own goods."

* * * * *

American Trucking Associations On October 20, 1943 Issued a Resolution Reading:

"Whereas, the American Trucking Associations, Inc. has consistently opposed the entrance of railroads into the field of motor carrier transportation, and

"Whereas, there is now an increasing prospect of the emergence of another form of freight transportation, namely, by air, and

"Whereas, strangulation of existing agencies and a trend toward monopolistic control of transportation would be of great public harm, as well as harm to the independent trucking industry.

"Now, Therefore, Be It Resolved, that the Directors of the American Trucking Associations, Inc. instruct the staff of the Association to resist encroachment by any form of transportation upon another and that the Association support vigorously any legislation designed to prohibit such an encroachment."

* * * * *

Air Transport Association of America On April 28, 1944 Adopted the Following Resolution:

"Whereas, the public interest requires the growth and development of air transportation in order most effectively to further the commerce and the national security of the United States and

"Whereas, this growth and development can be secured in the public interest only if the interests of air transportation are not subordinated to the interests of surface transportation in the management and control of air carriers, it is

"Resolved, That the air transport industry is vigorously opposed to any change in the law or in administrative rulings thereunder designed further to permit or encourage acquisition of control of an air carrier, or the operation of air transportation, by a surface carrier."

Motor Truck Rating Recommendations of

The following report by the Motor Truck Committee of the Automobile Manufacturers Association on the rating of motor trucks has been approved by the A.M.A. Board of Directors, and the use of the suggested identification plate by motor truck manufacturers is recommended.

"The carrying capacity of a motor truck is the end product of the almost innumerable elements of its design and construction. It is the integration of the carrying capacities of the tires, wheels, bearings, axles, springs, steering system, brakes, frame, engine, etc., and the many parts of these major components. Ideally it would be desirable to rate carrying capacity by means of an engineering criterion, or formula, which would integrate this multitude of complex elements and give an answer entirely objective in character. Unfortunately no such criterion is available and, if an acceptable one could be developed, it would be exceedingly complicated. It consequently would not have the requisite characteristics of simplicity and understandability, and thus would be without practical usefulness.

"Lacking such a criterion, the Rating Committee believe that the most satisfactory alternative is for the manufacturer to rate the carrying capacity of his own products and that, for the worthwhile benefits to be derived from uniformity, the form of rating should follow a standardized pattern. This would require each manufacturer to provide the same information about the carrying capacity of his trucks. This information, however, would not necessarily be entirely comparable because of the variations in the bases on which different manufacturers rate their products as determined by their own design and selling policies."—(From the Report of the Society of Automotive Engineers Motor Truck Rating Committee)

With this background, the Motor Truck Committee presents its recommendations for a uniform method of rating the carrying capacities of motor trucks.

The carrying capacity should be rated by the following terms:

1. Maximum Gross Vehicle Weight pounds
2. Maximum Gross Combination Weight pounds
3. Maximum Gross Chassis Carrying Capacity pounds

The above terms, which taken together give the capacity rating of a truck, are defined as follows:

1. **Maximum Gross Vehicle Weight** is the weight in pounds of a truck chassis with lubricants, water and full tank or tanks of fuel, plus the Maximum Gross Chassis Carrying Capacity as defined below.
2. **Maximum Gross Combination Weight** is the Maximum Authorized Gross Weight in pounds of a tractor truck and any combination of trailers. It is made up of the sum of the weights of all chassis (including tractor-truck and trailer), cab, lubricants, water, full tank or tanks of fuel, all bodies, special chassis and body equipment, attaching parts and payload. (This information will be provided either on the identification plate or on the certified load capacity chart, as the manufacturers elect. The Motor Truck Committee recommends that this information should be supplied by the manufacturers to the owner as well as State and Federal licensing bodies and other interested parties, on request.)
3. **Maximum Gross Chassis Carrying Capacity** is the maximum authorized weight in pounds which may be superimposed upon a truck chassis when equipped with the maximum authorized number and size of tires. It is equal to the sum of the weights of cab, body, special chassis and body equipment, and payload. (In lieu of placing information on gross chassis carrying capacity on the identification plate or on the certified load carrying capacity chart, the Motor Truck Committee recommends that manufacturers will furnish this information to State officials, customers or other interested parties, on request.)

the Automobile Manufacturers Association

DISCUSSION

Maximum Gross Vehicle Weight

This figure is of primary importance as a basis for licensing since it is an index of highway use. Gross vehicle weight also is necessary for the determination of potential ability and for determining tire equipment. Ability factor in pounds per horsepower is obtained by dividing the Maximum Gross Vehicle Weight by the Certified Net Horsepower. By subtracting gross carrying capacity, chassis road weight is obtained.

Maximum Gross Combination Weight

This weight is the total which is authorized to be moved by a tractor truck and is required in ability calculations. In the case of a tractor pulling a trailer or combination of trailers, the ability factor in pounds per horsepower is obtained by dividing the maximum gross combination weight by the certified net horsepower.

Maximum Gross Chassis Carrying Capacity

This figure obviously is an essential element of any rating since carrying capacity is the user's primary concern. While he is primarily interested in payload, the gross figure is recommended for the reason that the portion of the gross carrying capacity absorbed by body and equipment is subject to wide variation according to the kind and conditions of service to which the truck is to be applied. The purchaser of a chassis presumably knows the weight of the payload and the body and equipment required to accommodate it. He seeks a chassis adequate in capacity to carry this total load. Knowing the weight of cab, body and equipment in each instance, the payload can be derived readily from the gross carrying capacity.

Denote Capability of Chassis

The three factors recommended above for rating truck carrying capacity, plus maximum certified net horsepower and the engine R.P.M. at which it is developed, give a complete general idea of the capability of the chassis. The horsepower figure is necessary for the evaluation of the all-around ability of a truck or a combination and for the computation of its ability factors, i.e., pounds of gross vehicle weight or gross combination weight per horsepower.

IDENTIFICATION PLATE

It is recommended that the horse-power and the gross vehicle weight terms be included on an identification plate that will be attached to the vehicle.

The form for such a plate recommended herein provides spaces only for the items recommended by this Committee. Individual manufacturers may, of course, desire to expand the minimum information provided by the recommended plate by adding other items descriptive of the vehicle.

Recommended Identification Plate

(MANUFACTURER'S NAME AND ADDRESS)	
MODEL	CHASSIS NO.
CERTIFIED NET HORSEPOWER*	AT R.P.M.
MAXIMUM GROSS VEHICLE WEIGHT	POUNDS

NOTE: Additional information of an explanatory nature, or other information in line with the Motor Truck Committee's recommendation may be supplied by individual manufacturers if they so elect.

*Net horsepower is the brake horsepower delivered to the clutch or its equivalent with all accessories and attachments functioning.

54,000 U.S. Communities Depend Entirely on Motor Vehicles

(1940 Analysis of Communities and Population Indicating Number Without Railroads)

	COMMUNITIES			POPULATION		
	Total Communities	Not served by RR Number	% of all	1940 Non-farm Population	Not served by RR Population	% of all
Ala.....	2,847	1,166	41.0	1,494,297	147,206	9.9
Ariz.....	901	383	42.5	385,239	37,515	9.7
Ark.....	3,160	1,462	46.3	838,380	101,606	12.1
Calif.....	5,533	1,868	33.8	*6,271,104	300,263	4.8
Colo.....	2,461	882	35.8	871,604	54,099	6.2
Conn.....	746	457	61.3	1,613,617	142,894	8.9
Del.....	275	135	49.1	220,832	23,033	10.4
Fla.....	2,600	912	35.1	*1,593,652	133,063	8.3
Ga.....	3,216	1,176	36.6	1,759,757	128,383	7.3
Idaho.....	1,316	481	36.6	*323,742	31,560	9.7
Ill.....	4,402	1,181	26.8	*6,931,473	129,022	1.9
Ind.....	3,184	1,580	49.6	2,615,145	100,149	3.8
Iowa.....	2,232	587	26.3	1,621,500	36,707	2.3
Kans.....	2,190	426	19.5	1,196,250	32,921	2.8
Ky.....	4,494	2,962	65.9	*1,586,083	199,027	12.5
La.....	2,982	1,179	39.5	1,513,498	74,216	4.9
Me.....	1,880	1,175	62.5	681,776	187,585	27.5
Md.....	1,976	1,069	54.1	1,578,184	137,959	8.7
Mass.....	1,708	913	53.5	*4,226,069	287,268	6.8
Mich.....	3,662	1,540	42.1	*4,390,932	162,519	3.7
Minn.....	2,487	851	34.2	1,886,860	58,631	3.1
Miss.....	2,486	869	35.0	783,902	60,529	7.7
Mo.....	4,203	2,235	53.2	2,666,020	136,655	5.1
Mont.....	1,658	580	35.0	383,749	32,358	8.4
Nebr.....	1,348	337	25.0	820,387	13,610	1.7
Nev.....	597	248	41.5	94,622	12,214	12.9
N. H.....	728	419	57.6	429,775	56,866	13.2
N. J.....	1,823	797	43.7	4,027,946	281,077	7.0
N. M.....	1,166	599	51.4	354,704	104,867	29.6
N. Y.....	5,347	2,883	53.9	*12,788,550	525,178	4.1
N. C.....	3,544	1,895	53.5	*1,920,426	198,960	10.4
N. D.....	1,071	197	18.4	314,437	7,754	2.5
Ohio.....	4,027	2,074	51.5	*5,841,955	497,911	8.5
Okla.....	2,171	948	43.7	1,409,693	77,471	5.5
Ore.....	1,945	941	48.4	833,401	62,244	7.5
Pa.....	9,276	4,066	43.8	*8,997,115	835,435	9.3
R. I.....	293	183	62.5	703,553	129,212	18.4
S. C.....	1,903	556	29.2	986,492	85,933	8.7
S. D.....	985	343	34.8	336,291	13,380	4.0
Tenn.....	3,196	2,023	63.3	1,643,897	176,461	10.7
Texas.....	6,973	2,918	41.8	*4,260,066	316,699	7.4
Utah.....	1,192	380	31.9	455,958	83,010	18.2
Vt.....	653	410	62.8	253,719	60,900	24.0
Va.....	4,636	2,567	55.4	1,694,414	259,069	15.3
Wash.....	2,613	874	33.4	*1,401,065	122,614	8.8
W. Va.....	4,107	1,832	44.6	1,370,522	139,365	10.2
Wisc.....	2,646	558	21.1	2,265,398	111,871	4.9
Wyo.....	777	336	43.2	178,068	25,948	14.6
D. C.....	1	0	0	663,091	0	0
Total	125,617	54,453	43.3	101,479,210	6,933,217	6.8

*Preliminary

Foreign and Domestic Motor Truck Factory Sales

(Source: U. S. Bureau of the Census)

Year	Total	Domestic Market	Foreign Market	Percent Foreign	Year	Total	Domestic Market	Foreign Market	Percent Foreign
1921	148,052	135,483	12,569	8.5	1932	235,187	187,837	47,350	20.1
1922	269,991	247,593	22,398	8.3	1933	346,545	268,117	78,428	22.6
1923	409,295	349,077	60,218	14.7	1934	575,192	448,826	126,366	22.0
1924	416,659	340,555	76,104	18.3	1935	694,690	570,216	124,474	17.9
1925	530,659	418,064	112,595	21.2	1936	784,587	649,997	134,590	17.2
1926	516,947	413,080	103,867	20.1	1937	893,085	689,674	203,411	22.8
1927	464,793	330,455	134,338	28.9	1938	488,100	352,207	135,893	27.8
1928	543,342	379,530	163,812	30.1	1939	710,496	558,973	151,523	21.3
1929	771,020	488,353	282,667	36.7	1940	777,026	655,638	121,388	15.6
1930	571,241	413,290	157,951	27.7	1941	1,094,261	937,034	157,227	14.4
1931	416,648	309,029	107,619	25.8					

"Domestic market" represents sales to distributors and dealers in the United States, and "foreign market" includes exports from U. S. factories plus number of vehicles assembled abroad from parts produced in U. S. plants. Canadian production is not included.

Value of Motor Truck Exports from United States

(Source: Motive Products Division, U.S. Department of Commerce)

Value	Value
1913.....\$ 1,737,141 ①	1928.....\$ 93,262,399
1914.....1,181,611 ①	1929.....112,971,107
1915.....39,140,682 ①	1930.....56,957,246
1916.....56,805,548 ①	1931.....26,302,030
1917.....42,343,502 ①	1932.....12,214,163
1918.....26,814,952 ①	1933.....20,691,338
1919.....36,217,095 ①	1934.....45,125,359
1920.....48,578,717	1935.....51,985,938
1921.....10,887,832	1936.....56,683,828
1922.....9,182,870	1937.....102,957,996
1923.....16,447,662	1938.....74,490,036
1924.....20,497,053	1939.....71,422,015
1925.....39,291,105	1940.....91,324,669
1926.....48,674,301	1941.....154,101,500
1927.....72,029,247	1942.....258,256,404 ①

Note: Does not include value of parts shipped for assembly abroad because export declarations do not segregate parts for trucks from parts for passenger cars. For this reason, this data is not comparable with tables showing number of motor trucks exported.

① Excludes shipments to non-contiguous territories.

Truck Factory Sales and Wholesale Value

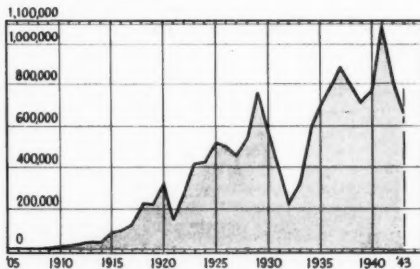
Year	United States	
	Number	Value
1904	700	\$ 1,272,747
1905	750	1,330,000
1906	800	1,440,000
1907	1,000	1,780,000
1908	1,500	2,550,000
1909	3,297	5,333,683
1910	6,000	9,660,000
1911	10,681	21,000,000
1912	22,000	43,000,000
1913	23,500	44,000,000

1914	24,900	44,219,096
1915	74,000	125,800,000
1916	92,130	161,000,000
1917	128,157	220,982,668
1918	227,250	434,168,992
1919	224,731	371,422,820
1920	321,789	423,249,410
1921	148,052	166,070,810
1922	269,991	226,049,658
1923	409,295	308,537,929
1924	416,659	318,580,580
1925	530,659	458,400,277
1926	516,947	452,123,435
1927	464,793	420,130,624
1928	543,342	437,132,258

1929	771,020	566,029,644
1930	571,241	389,436,690
1931	416,648	262,417,542
1932	235,187	136,193,336
1933	346,545	186,069,314

1934	575,192	320,143,667
1935	694,690	379,407,751
1936	784,587	462,820,474
1937*	893,085	542,921,096
1938*	488,100	332,155,247

1939*	710,496	502,421,776
1940*	777,026	593,731,603
1941*	1,094,261	1,086,925,650
1942*	805,264	1,366,000,000†
1943*	677,115	1,340,000,000†



Canada		U.S. and Canada Combined	
Number	Value	Number	Value
5,148	\$ 3,843,288	153,200	\$ 169,914,098
8,169	5,232,405	278,160	231,282,063
19,226	8,941,011	428,521	317,478,940
18,043	8,125,916	434,702	326,706,496
26,397	12,234,486	557,056	470,634,763
37,840	16,629,334	554,787	468,752,769
32,633	14,942,017	497,426	435,072,641
44,206	21,913,122	587,548	459,045,380
59,318	29,474,395	830,338	595,504,039
32,035	16,513,225	603,276	405,949,915
17,487	10,330,763	434,135	272,748,305
10,095	6,070,667	245,282	142,264,003
12,003	6,062,195	358,548	192,131,509
24,205	12,770,318	599,397	332,913,985
37,315	19,803,771	732,005	399,211,522
33,790	19,140,946	818,377	481,961,420
54,417	30,389,011	947,502	573,310,107
42,325	26,497,038	530,425	358,652,285
47,057	28,072,712	757,553	530,494,488
113,102	91,191,516	890,128	684,923,119
173,588	163,414,253	1,267,849	1,250,339,903
216,057	229,103,128	1,021,321	1,595,103,128
Not Available		Not Available	

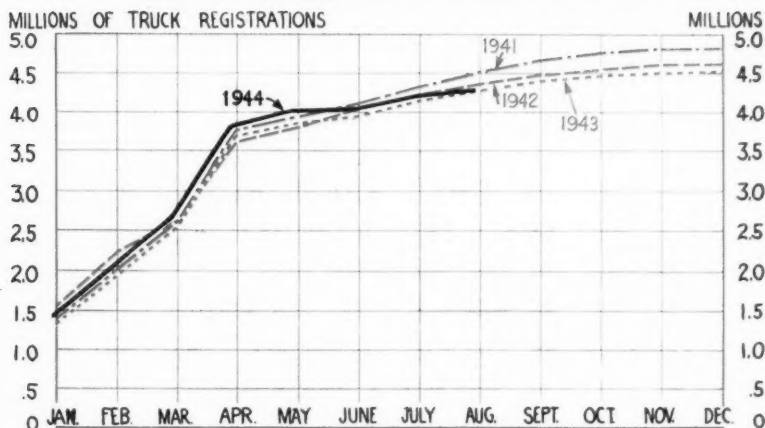
Military trucks are included in the first column above (giving U.S. Units) as follows:

1936.....2,726	1939.....6,188	1942.....672,181‡
1937.....1,703	1940.....55,389	1943.....672,614
1938.....2,248	1941.....218,657	

Note: A substantial part of the trucks reported comprise chassis only without body; hence, value of bodies for these chassis is not included. Buses, station wagons, fire apparatus, street sweepers and other special purpose vehicles are included.

*Includes federal excise tax and standard equipment. †Estimated. ‡Includes 548 military integral type buses

Cumulative Truck Registrations at End of Each Month



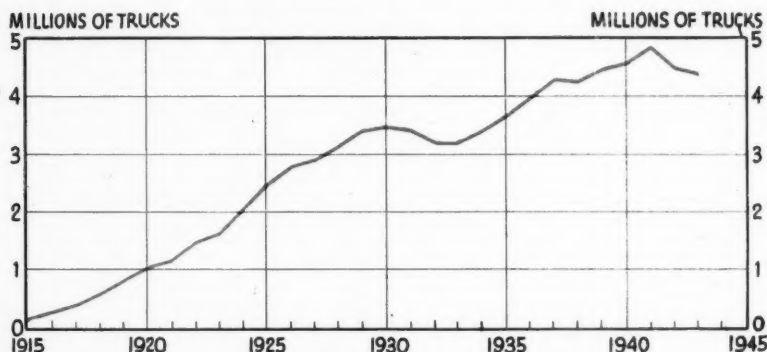
Total registrations at the beginning of the registration year are about 30% of the year-end registration total. The reason for this monthly increase, above that due to sales of new trucks is partly due to many states having laws permitting monthly, quarterly, and semi-annual reductions in fees; partly to sales of used trucks; partly to farm trucks in some northern states not being registered until spring and other causes.

Truck Registrations June 30, 1944 Increased 1.4% Over June 30, 1943

	1943	1944		1943	1944
Ala.....	63,049	65,296	Nev.....	8,338	8,930
Ariz. ①.....	24,736	25,103	N.H. ②.....	24,730	24,614
Ark.....	65,586	69,105	N.J.....	126,257	126,935
Cal. ②.....	311,213	322,990	N.M.....	24,443	24,929
Col.....	63,080	64,524	N.Y.....	271,560	273,183
Conn.....	51,629	51,168	N.C.....	87,971	87,790
Del. ②.....	10,900	11,500	N.D.....	37,891	44,066
Fla.....	76,854	81,721	Ohio.....	166,419	165,549
Ga.....	85,042	89,818	Okla.....	97,086	95,903
Idaho.....	32,337	32,455	Ore. ③.....	68,451	71,799
Ill. ②.....	198,913	195,956	Pa.....	226,272	232,917
Ind.....	119,034	121,476	R.I.....	18,926	19,305
Ia. ②.....	94,378	95,397	S.C.....	50,588	51,087
Kans. ②.....	106,757	112,032	S.D.....	32,325	32,948
Ky.....	68,974	71,079	Tenn.....	64,372	67,467
La.....	65,234	66,882	Texas.....	263,284	263,798
Maine.....	38,722	40,143	Utah.....	22,842	23,247
Md.....	54,837	50,425	Vt.....	8,946	9,589
Mass.....	98,923	98,391	Va.....	68,328	71,852
Mich. ②.....	154,341	151,124	Wash.....	89,003	90,601
Minn.....	111,754	110,588	W. Va.....	50,397	51,400
Miss.....	59,592	61,580	Wis.....	153,784	147,178
Mo. ①.....	132,000	136,000	Wyo.....	18,051	18,117
Mont. ②.....	42,495	43,897	D. of C.....	14,179	12,650
Neb. ②.....	67,279	65,158	Total.....	4,192,102	4,249,662

①—Estimated ②—Buses included with trucks ③—Trailers included with trucks
Source: Survey of State Motor Vehicle Commissioners, June 30, 1944, by Automobile Manufacturers Association.

Truck Registration Trend Dips Slightly



4,480,000 Trucks Registered in U. S., 1943

(Figures as of December 31)

Year	Number	Per Cent Increase	Year	Number*	Per Cent Increase
1904	700		1924	2,134,724	32
1905	1,400	100	1925	2,440,854	14
1906	2,200	57	1926	2,764,222	13
1907	2,900	32	1927	2,914,019	5
1908	4,000	38	1928	3,113,999	7
1909	6,050	51	1929	3,379,854	8
1910	10,000	65	1930	3,486,019	3
1911	20,000	100	1931	3,466,571	-0.6
1912	41,400	107	1932	3,229,315	-6.8
1913	63,800	54	1933	3,230,668	—
1914	85,600	34	1934	3,419,254	5.9
1915	136,000	59	1935	3,664,429	7.2
1916	215,000	58	1936	3,987,339	8.9
1917	326,000	52	1937	4,255,296	6.9
1918	525,000	61	1938	4,224,031	-0.7
1919	794,372	51	1939	4,413,692	4.5
1920	1,006,082	27	1940	4,590,386	4.0
1921	1,117,100	11	1941	4,876,054	6.2
1922	1,375,725	23	1942	4,608,086	-5.5
1923	1,612,569	17	1943	4,480,176	-2.8

*Years prior to 1941 include buses in 6 to 8 states varying from year to year.

Source: 1922 to date from U. S. Public Roads Administration; prior to 1922, estimates by Automobile Manufacturers Association.

Registration of Motor Trucks by States

(Figures from U. S. Public Roads Administration as of December 31st)

State	1938	1939	1940	1941	1942	1943
Ala.....	51,916	58,830	62,847	74,706	64,534	67,885
Ariz.....	22,998	24,083	25,108	26,689	27,172	27,070
Ark.....	53,346	60,373	66,158	77,191	75,236	71,916
Calif.....	① 297,715	① 307,982	① 319,701	343,853	327,693	322,676
Colo.....	54,914	56,574	58,318	60,366	62,200	66,386
Conn.....	70,642	73,571	75,839	79,256	④ 65,644	64,263
Del.....	① 10,519	① 11,248	① 11,554	11,828	10,753	11,150
D. of C.....	14,249	13,718	13,928	13,803	11,942	14,976
Fla.....	70,043	73,241	79,790	85,238	80,913	82,842
Ga.....	73,156	81,951	87,182	95,063	91,942	91,349
Idaho.....	28,135	31,512	33,758	36,419	35,070	35,724
Ill.....	① 215,663	① 225,592	① 219,175	222,222	220,607	210,632
Ind.....	127,670	136,646	136,157	144,088	138,648	132,999
Iowa.....	89,487	① 94,554	① 102,712	110,004	103,487	97,642
Kans.....	97,398	98,616	102,433	113,212	114,808	114,372
Ky.....	63,676	69,285	75,891	81,663	77,436	73,107
La.....	77,445	76,903	81,793	82,370	73,638	70,743
Me.....	42,663	43,262	② 43,914	② 45,748	② 42,074	② 42,385
Md.....	55,451	59,688	59,422	64,204	62,580	61,762
Mass.....	104,466	106,280	108,642	110,650	107,868	102,533
Mich.....	① 138,941	145,503	150,875	① 161,365	① 142,387	① 137,905
Minn.....	115,970	118,577	124,463	129,710	123,125	115,081
Miss.....	51,486	57,097	60,927	71,060	61,744	63,477
Mo.....	133,661	141,609	150,026	161,468	155,769	144,772
Mont.....	① 41,138	① 44,480	① 47,964	51,126	45,796	44,580
Nebr.....	65,055	63,036	64,489	68,460	70,326	69,232
Nev.....	7,525	7,990	8,735	9,524	10,037	9,850
N. H.....	① 26,744	28,658	30,062	32,118	31,099	29,130
N. J.....	131,950	133,686	137,126	141,329	140,928	137,366
N. M.....	26,945	28,488	29,261	30,806	28,559	27,356
N. Y.....	324,655	331,282	335,761	340,863	319,990	299,262
N. C.....	76,101	86,949	87,457	98,422	95,822	95,600
N. D.....	33,061	33,978	36,384	40,788	41,935	44,397
Ohio.....	① 183,694	① 184,223	① 190,654	194,200	193,325	185,596
Okla.....	94,215	98,172	104,828	112,459	109,586	101,969
Ore.....	② 59,829	62,749	67,756	⑤ 75,538	⑤ 75,217	⑤ 74,724
Pa.....	245,573	251,421	262,755	268,663	263,407	254,888
R. I.....	19,254	19,699	20,717	20,585	20,823	19,586
S. C.....	41,328	43,727	46,406	53,097	49,350	49,813
S. D.....	28,494	30,386	32,298	35,079	34,856	35,172
Tenn.....	② 61,040	67,053	70,667	⑤ 81,022	⑤ 74,285	⑤ 71,701
Texas.....	316,919	335,641	350,440	369,103	⑦ 297,912	287,512
Utah.....	19,966	21,215	22,234	24,223	24,947	25,615
Vt. ③.....	9,042	9,576	9,628	10,327	9,487	9,609
Va.....	67,566	69,918	76,247	85,979	85,218	81,909
Wash.....	83,200	85,494	88,234	94,772	93,517	94,042
W. Va.....	45,054	48,289	51,520	55,301	49,476	51,270
Wis.....	136,484	142,907	149,251	159,786	144,684	136,371
Wyo.....	17,589	17,930	18,899	20,302	20,134	19,977
Totals...	4,224,031	4,413,692	4,590,386	4,876,054	4,608,086	4,480,176

①—Includes buses; other states include buses with passenger cars.

②—Includes freight trailers.

③—Trucks under 1500 lb. capacity included with passenger cars.

④—Includes taxicabs.

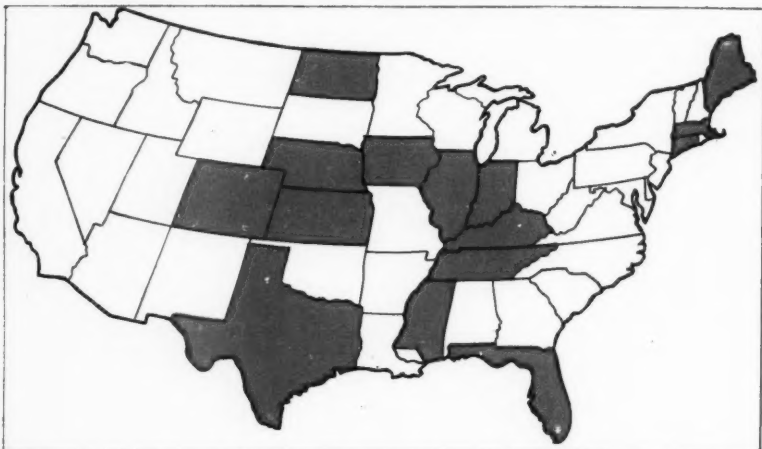
⑤—Includes trailers.

⑥—"Combination" registrations, formerly included with trucks, have been segregated between auto mobiles and trucks.

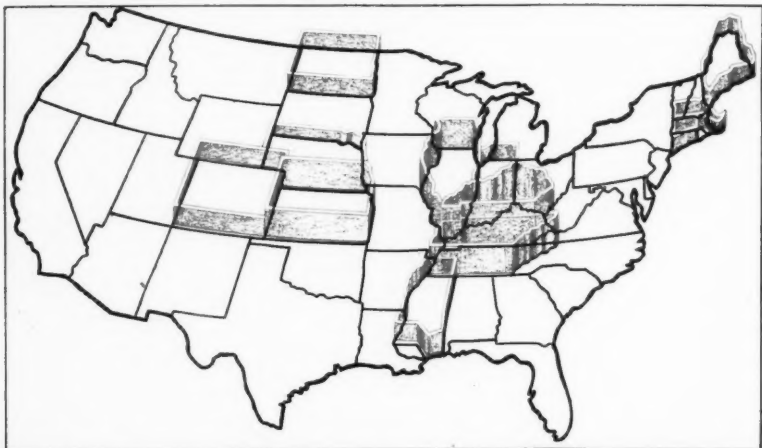
⑦—Commercial passenger cars, formerly registered as trucks, registered as passenger cars.

Mov

Maps Show in Color States with Motor Vehicle Size or Weight Laws Below Standards Recommended by The U. S. Public Roads Administration and The American Association of Motor Vehicle Administrators



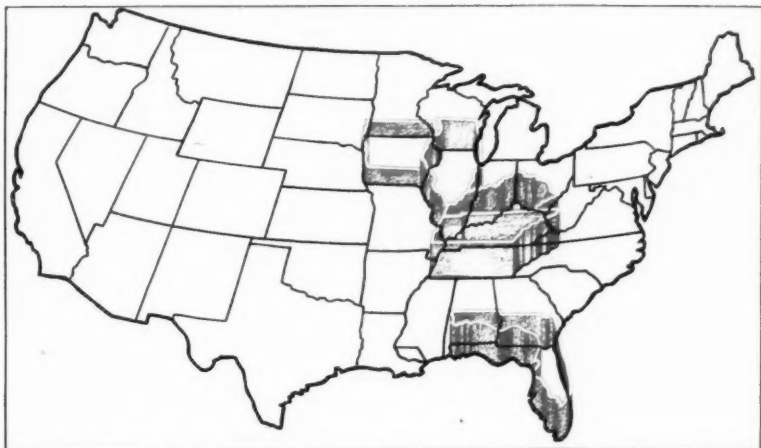
Map 1—States in color show effect of combined restrictions, illustrated in other maps on this and the opposite page, when using three criteria—length, axle weight and gross weight—in determining compliance with the state law.



Map 2, Length—States with colored wall stop at border interstate tractor-semitrailers that comply with recommended standard of 45 feet overall length but exceed lower state maximums.

Movement of Commodities by Motor Truck

Height of Colored Wall Around Certain States Indicates Degree of Variance
Between Recommended Standard and Present (November 1, 1944)
Legal Maximums

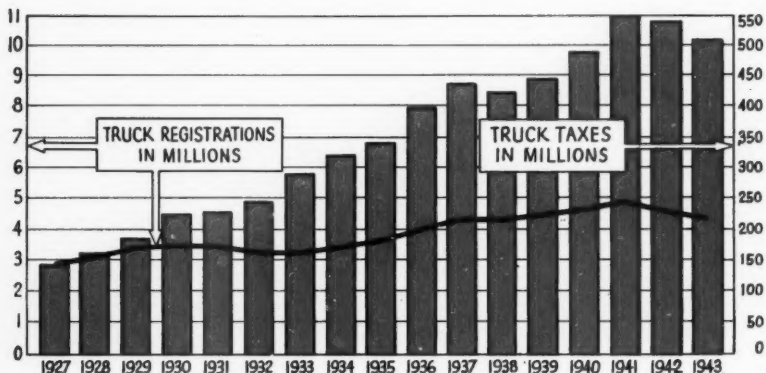


Map 3, Axle Weight—States in color prohibit entrance of trucks or tractor-semitrailer combinations that comply with recommended maximum axle weight of 18,000 pounds but exceed the lower state maximums.



Map 4, Gross Weight—Trucks and tractor-semitrailers complying with recommended gross weight standard are barred from states indicated when they exceed the lower state maximums.

1943 Special Truck Taxes Exceed Half Billion Dollars



Special Taxes per Truck Average \$116

Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

	Registration Fees (State)	Motor Carrier & Trailer Fees (State)	Gasoline Tax (State)	Federal Excise Taxes ①	Special City & County Taxes ②	Bridge, Tunnels, Ferry Tolls ③	Total Special Taxes	Average per Truck Registered
1927	\$64,691	\$1,005	\$75,108	.....	\$3,050	N. A.	\$143,854	\$49.37
1928	69,400	1,402	87,161	.....	3,250	N. A.	161,213	51.77
1929	72,823	1,607	108,506	.....	3,450	N. A.	186,386	55.15
1930	78,789	1,955	138,055	.....	3,650	N. A.	222,449	63.81
1931	76,616	2,758	144,756	.....	3,850	N. A.	227,980	65.77
1932	74,046	8,577 ④	139,376	\$19,510	4,050	N. A.	245,559	76.04
1933	68,659	11,683	142,287	59,459	4,450	N. A.	286,538	88.69
1934	71,852	13,906	154,170	60,516	4,600	\$12,710	317,754	92.93
1935	78,598	17,998	161,743	65,598	5,100	13,635	342,672	93.51
1936	89,160	22,199	191,455	75,445	5,300	15,122	398,681	99.99
1937	95,115	24,966	208,783	82,508	5,600	16,217	433,189	101.80
1938	95,461	25,270	206,791	67,835	5,676	16,314	417,347	98.80
1939	101,786	26,618	216,434	75,889	5,923	17,343	443,993	100.59
1940	104,950	30,019	227,726	94,995	6,170	18,036	481,896	104.98
1941	115,537	35,565	242,045	131,071	7,675	19,303	551,196	113.04
1942	111,152	37,178	228,743	136,390	7,260	18,280	539,003	116.97
1943	110,519	39,362	224,850	120,703	7,018	17,650	520,102	116.09

NOTES:

①—Estimates based on data contained in "Taxation of Motor Vehicles in 1932," Public Roads Administration.

②—Estimates based on data in June, 1941 issue of "Public Roads," Public Roads Administration.

③—Includes special motor carrier taxes from 1932 to date. Prior to 1932 Trailer fees only are shown.

④—Includes motor vehicle use tax in 1942 and 1943.

SOURCE: First three columns from Public Roads Administration; Federal excise taxes based on reports of internal revenue; and special city and county taxes are estimates by Automobile Manufacturers Association.

Special Motor Truck Taxes by States—1943

Excluding Personal Property and Other General Taxes

SOURCE: Estimates made by the Automobile Manufacturers Association)

	Licenses Fees (1) (State)	Gasoline Taxes (2) (State)	Federal Excise Tax (3)	Total
Alabama.....	\$1,920,000	\$4,888,000	\$1,828,000	\$8,637,000
Arizona.....	1,175,000	1,624,000	729,000	3,528,000
Arkansas.....	1,358,000	5,609,000	1,938,000	8,905,000
California.....	13,072,000	11,616,000	8,694,000	33,382,000
Colorado.....	1,695,000	3,187,000	1,789,000	6,671,000
Connecticut.....	1,964,000	2,314,000	1,731,000	6,009,000
Delaware.....	424,000	535,000	300,000	1,259,000
Florida.....	3,603,000	6,959,000	2,232,000	12,794,000
Georgia.....	876,000	6,577,000	2,461,000	9,914,000
Idaho.....	716,000	2,186,000	962,000	3,864,000
Illinois.....	7,480,000	7,583,000	5,675,000	20,738,000
Indiana.....	2,416,000	6,384,000	3,583,000	12,383,000
Iowa.....	4,269,000	3,515,000	2,631,000	10,415,000
Kansas.....	2,526,000	4,117,000	3,081,000	9,724,000
Kentucky.....	1,951,000	4,386,000	1,970,000	8,307,000
Louisiana.....	2,274,000	5,942,000	1,906,000	10,122,000
Maine.....	1,240,000	2,034,000	1,142,000	4,416,000
Maryland.....	1,020,000	2,965,000	1,664,000	5,649,000
Massachusetts.....	1,701,000	3,691,000	2,762,000	8,154,000
Michigan.....	7,723,000	4,965,000	3,715,000	16,403,000
Minnesota.....	2,284,000	5,534,000	3,101,000	10,919,000
Mississippi.....	1,358,000	4,570,000	1,710,000	7,638,000
Missouri.....	2,719,000	3,475,000	3,900,000	10,094,000
Montana.....	452,000	2,675,000	1,201,000	4,328,000
Nebraska.....	1,372,000	4,154,000	1,865,000	7,391,000
Nevada.....	541,000	472,000	265,000	1,278,000
New Hampshire.....	1,151,000	1,398,000	785,000	3,334,000
New Jersey.....	4,992,000	4,945,000	3,701,000	13,638,000
New Mexico.....	949,000	1,641,000	737,000	3,327,000
New York.....	12,389,000	14,365,000	8,063,000	34,817,000
North Carolina.....	5,101,000	6,883,000	2,576,000	14,560,000
North Dakota.....	663,000	2,131,000	1,196,000	3,990,000
Ohio.....	10,954,000	8,909,000	5,000,000	24,863,000
Oklahoma.....	3,262,000	6,730,000	2,747,000	12,739,000
Oregon.....	3,762,000	4,483,000	2,013,000	10,258,000
Pennsylvania.....	10,017,000	12,235,000	6,867,000	29,119,000
Rhode Island.....	576,000	705,000	528,000	1,809,000
South Carolina.....	1,346,000	3,587,000	1,342,000	6,275,000
South Dakota.....	871,000	1,688,000	948,000	3,507,000
Tennessee.....	2,214,000	6,023,000	1,932,000	10,169,000
Texas.....	8,795,000	13,801,000	7,746,000	30,342,000
Utah.....	686,000	1,230,000	690,000	2,606,000
Vermont.....	639,000	461,000	259,000	1,359,000
Virginia.....	2,831,000	4,915,000	2,207,000	9,953,000
Washington.....	2,056,000	5,643,000	2,534,000	10,233,000
West Virginia.....	1,502,000	3,076,000	1,381,000	5,959,000
Wisconsin.....	5,539,000	6,546,000	3,674,000	15,759,000
Wyoming.....	709,000	959,000	538,000	2,206,000
Dist of Columbia.....	748,000	529,000	403,000	1,680,000
Total.....	\$149,881,000	\$224,850,000	\$120,763,000	\$465,434,000

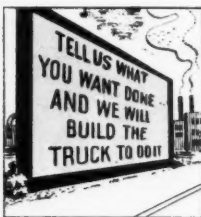
Total (including bridge, tunnel, ferry tolls, and partial count of municipal and county taxes—not segregated by States, \$24,668,000. (4) \$520,102,000

NOTES:

- (1)—From U. S. Public Roads Administration. Includes motor carrier taxes, trailer fees, and estimated truck share of titling fees, but omits dealers', operators', chauffeurs' licenses and miscellaneous receipts.
- (2)—Estimated by multiplying the trucks registered in each state by a yearly average consumption of 1,200 gallons per truck at the tax rate effective in that state.
- (3)—United States totals from Bureau of Internal Revenue; distributed by states according to truck registrations. Includes tax on new trucks, and on truck share of gasoline, lubricating oil, parts, and tires. Also includes Motor Vehicle Use Tax.
- (4)—Estimates based on data contained in "Taxation of Motor Vehicles in 1932" by the Public Roads Administration. Truck tolls based on data contained in June, 1941 issue of "Public Roads," Public Roads Administration. Truck share estimated from ratio of truck registrations to total plus 50 percent to adjust for higher fees per truck and greater frequency of toll payments by trucks.

Engineering Improvements In Mot

Excerpts from "20 Years' Progress in Commercial Motor Vehicles", by Athel F. Denham, based on a report of commercial motor vehicle improvements, 1921 to 1942, submitted by the Military Vehicles Division of the Automotive Council for War Production to the Board of Investigation and Research, the national transportation study board created by Congress under the Transportation Act of 1940.



SPECIALIZED DESIGN—"As late as 1924, out of a total truck production of 416,000, some 358,000 were of the 1-ton variety or smaller and consisted largely of modifications . . . of passenger cars . . . Today, even in the 1½-ton field, there is almost no such thing as a 'standard' truck . . . Manufacturers . . . have become capable of engineering and building vehicles designed for each specific use." (Examples—Road maintenance and snow removal, street cleaning, mining, road building, garbage collection, coal delivery, refrigerated trucks, transporting liquids, milk delivery, long distance hauling, automobile hauling.)

OPERATING EXPENSE—"Typical engines indicate a reduction of 20 percent in fuel per horsepower in the past twenty years by means of 'combustion control' . . . Twenty years ago truck engines consumed in the neighborhood of six quarts of lubricating oil to every 100 gallons of fuel . . . The ratio of oil to fuel in present day average size truck engines . . . runs not more than 1 quart to 100 gallons of fuel" . . . "For every dime the operator of a modern motor truck has to spend on service, per mile, the operator would have had to spend a dollar." (Related

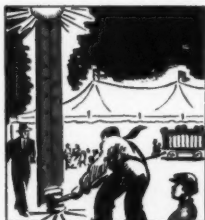


Developments—New engine types; transmission, clutch, axle and propeller shaft developments; brake developments; reduction in frame weight; increased tire life; easier servicing of cabs and bodies; tire, rim and wheel improvements; accessories developed to reduce operating expense; service equipment, service education.)

DURABILITY—"It is along the lines of improving durability that truck manufacturers have made the most remarkable strides in the last twenty years."

(Related Developments—Improvements in clutches, transmissions, tires, engines, accessories for durability, ease of maintenance, brakes.)

PERFORMANCE—"The expansion of truck usage has been in direct ratio to the improvements in performance through the years" . . . "Twenty years ago an annual mileage of from 10,000 to 15,000 was something to brag about. Today plenty of trucks are called upon to cover 100,000 miles year in and year out." (Related Developments—In-



Motor Trucks Since World War I

creased piston displacement; higher engine speeds; higher compression ratios; lower engine weight per horsepower lower axle ratios; increased torque; increased number of transmission speeds; easier shifting; reduction in clutch pedal pressure; two-speed axles; improved efficiency; expanded cruising ranges.)

HANDLING EASE—"As road speeds have increased, steering gear ratios have tended upward to make handling easier and safer" . . . "While most of the improvements in truck brakes were designed to permit higher performance



with greater safety, many are closely related to ease of handling" . . . "In addition to more generalized improvements to increase handling ease, a number of truck types have been specially designed to facilitate handling under special conditions of operation". (Related Developments—Power take-offs; hydraulic devices for dump trucks; cab-over-engine designs; constant mesh gears.)

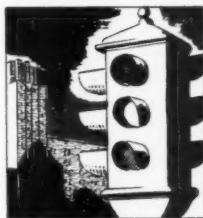
DRIVER COMFORT—"A large number of specific phases of truck development have been designed specifically to increase driver comfort." (Related Developments—Chassis springs;

shock absorbers; cab development and equipment; vibration dampers; noise reduction.)

SAFETY—"The record shows that the accident rate for motor trucks has been steadily downward." (Related Developments—Service brakes; improved vision; improved lighting; "roadability"; steering gear developments; all-steel cabs.)



APPEARANCE—"Striking as have been the changes in appearance of motor trucks over the years . . . many of the individual changes have been designed into the trucks from utilitarian rather than aesthetic considerations. It is true, however, that truck designers have not completely forgotten about the importance of appearances 'for appearance's sake.'" (Related Developments—Rounded corners; sloping windshields; rust-proofing of sheet metal; chrome plating; baked enamel finishes; lower center of gravity.)



Note: Obviously, many developments in motor trucks serve several of the above functions. Thus, a development made to increase economy may also contribute to durability, performance, handling ease, etc. In some cases the same development was classified under more than one heading, while in other cases the development was classified only under that heading to which it primarily applied, disregarding the influence of the development on improving other factors connected with the operation of trucks.

Highway Standards Recommended by National Interregional Highway Committee

"The Committee proposes certain basic standards for general adoption . . . and recommends further that the agreed standards be made the required basis of any cooperation on the part of the Federal Government in the construction of any route conforming to the interregional highway system as it is finally designated." Some of the recommendations are:

"The interregional highway system . . . shall provide . . . facilities capable of serving safely and efficiently a mixed traffic of passenger automobiles, motor buses, and motor trucks, and tractor-trailer and semitrailer combinations . . .

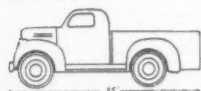
"All roadways and structures built . . . shall provide . . . for the passage and support of vehicles and combinations of vehicles of the following dimensions and weights . . .

Recommended Dimensions of Vehicles



Width 96 inches

Height 12½ feet



Length (over-all, including bumpers and load):

Single vehicles 35 feet



Tractor-semitrailer combinations

50 feet



Other combinations 60 feet



Axle load^① on pneumatic

tires 18,000 lbs.

"Gross weight on any vehicle or combination of vehicles according to the formula.

"In which:

$$W = C (L + 40)$$

W = gross weight of vehicle in pounds.

L = Length in feet between the forward and rear axles of the vehicle or combination of vehicles or any group of axles thereof.

C = A coefficient with the following values:

For values of L less than 18 feet 650

For values of L equal to or greater than 18 feet 750

① Defined as the total load on all wheels whose centers may be included between 2 parallel transverse vertical planes 40 inches apart.

"All road surfaces, pavements, and structures on the system . . . shall be capable of supporting vehicles of the recommended weights without reduction of either weight or speed at any season of the year."

SOURCE: "Interregional Highways—Message from the President of the United States transmitting a report of the National Interregional Highway Committee outlining and recommending a national system of interregional highways". House Document No. 379.

Large Cities Receive Fruits and Vegetables by Truck From Farms in Distant States

Unloads of Fresh Fruits and Vegetables

BY YEARS (Carlot Equivalents)			PHILADELPHIA			BOSTON		
	Total Unloads	Number Trucked	Percent Trucked	Total Unloads	Number Trucked	Percent Trucked	Total Unloads	Number Trucked
1939	77,496	36,233	46.8	63,483	14,033	22.1		
1940	74,641	37,568	50.3	59,825	16,205	27.1		
1941	72,756	33,512	46.1	58,549	15,303	26.1		
1942	65,914	30,080	45.6	50,236	13,858	27.6		
1943	56,310	23,221	41.2	38,914	10,006	25.7		

BY ORIGIN			PHILADELPHIA			BOSTON		
State of Origin	Total Unloads	Number Trucked	Percent Trucked	Total Unload	Number Trucked	Percent Trucked		
Delaware	564	553	98.0	162	107	66.0		
Florida	10,077	816	8.1	6,137	34	.6		
Maine	2,285	21	.9	3,933	526	13.4		
Maryland	959	926	96.6	491	344	70.1		
Massachusetts	60	43	68.3	7,369	7,369	100.0		
New Jersey	9,674	9,664	99.9	1,011	808	79.9		
New York	3,675	2,653	72.2	1,693	310	18.3		
North Carolina	1,249	897	71.8	686	126	18.4		
Pennsylvania	4,983	4,947	99.3	226	136	60.2		
Virginia	2,266	2,017	89.0	770	117	15.2		
Other	20,518	684	3.3	16,436	129	.8		
TOTAL	56,310	23,221	41.2	38,914	10,006	25.7		

BY COMMODITY			PHILADELPHIA			BOSTON		
Commodity	Total Unloads	Number Trucked	Percent Trucked	Total Unloads	Number Trucked	Percent Trucked		
Apples	2,953	2,351	79.6	1,891	1,633	86.4		
Beans	2,081	1,541	74.1	934	445	47.6		
Cabbage	2,673	1,262	47.2	1,092	419	38.4		
Lettuce	3,370	752	22.3	2,218	568	25.6		
Oranges	5,414	23	.4	4,789	2			
Potatoes	8,284	3,967	47.9	6,108	379	6.2		
Spinach	1,322	863	65.3	1,092	610	55.9		
Tomatoes	3,319	1,455	43.8	2,405	491	20.4		
Other	26,894	11,007	40.9	18,385	5,459	29.7		
TOTAL	56,310	23,221	41.2	38,914	10,006	25.7		

Source: War Food Administration

89% of Chicago Live Poultry Receipts Hauled by Truck

State of Origin	Truck Receipts (Coops)	Total Receipts (Coops)	Percent Trucked
Arkansas	81,255	81,261	99.9
Illinois	206,645	218,840	94.4
Indiana	66,430	70,793	93.8
Iowa	110,676	129,580	85.4
Kentucky	25,911	29,047	89.2
Michigan	3,264	3,961	82.4
Minnesota	2,643	5,465	48.4
Mississippi	289	289	100.0
Missouri	3,346	5,588	59.9
Montana	153	154	99.4
Ohio	5,481	5,481	100.0
South Dakota	3,429	5,864	58.5
Tennessee	880	1,764	49.9
Wisconsin	70,768	79,550	89.0
Other	342	16,005	2.1
TOTAL, 1942	581,913	653,642	89.0%

Source: U. S. Department of Agriculture

INDEX

	Page		Page
Age of Trucks	36	Military Vehicles	
Agricultural Produce Shipments	16-23	Production	4-8, 12
Assembly Lines	11	Military Vehicles Division	9
Automobile Manufacturers Association	2	Milk, Shipped by Truck	16, 22
Automotive Council for War Production	9	Motor Truck Committee	2
Axle Load Regulations	49, 54	Ownership	
Body Types Used	31, 37	States	38, 47
Bus Production	7	Cities and Counties	38
Canadian Production	44	U.S. Totals by Years	46
Capacity	32, 40	Population Dependent on Trucks	42
Cattle Trucked to Market	19, 20	Poultry Trucked to Market	16, 17, 55
City Truck Use	30	Private Ownership	18, 28
Coal Shipped by Truck	24	Private Truck Mileage	28
Common Carriers	29, 34	Production	4-8, 44
Communities Dependent on Trucks	42	Production, Design Trends 1919-42	52
Conservation of Trucks	15	Railroadless Towns	42
Costs, Truck vs. Rail	26	Registrations	
Denham Report	52	Age	36
Exports	43	Body Types	37
Factory Sales	4-8, 44	Capacities	32
Farms		Cities	30, 38
Trucks Owned	28, 30	Farms	28, 30
Marketing	16-23	Fees	50, 51
Federal Excise Taxes	50	For-Hire	28, 34
Fleets		Monthly, P.R.A.	45
Accidents	55	Occupations	28
Industrial	18	Refrigerated	37
Vehicle Miles	55	Size of Community	30
For-Hire Trucks		States	30-37, 45, 47
Accident Rate	55	Tank	37
Costs, vs. Rail, L.C.L.	26, 27	Trailers	28, 36, 37
Gasoline Consumption	28	Years, 1904-1944	45, 46
Ownership	28, 34	Sales, U.S. and Canada	44
Freight, Small Firms	20	Size and Weight, State	48, 54
Fruits, Vegetables	16, 23, 55	Taxes	50, 51
Gasoline Consumption	28	Tonnage Hauled Trend	15
Gasoline Taxes	50, 51	Trade Barriers	48
Gross Vehicle Weight	40	Trailers	18, 28, 36
Hogs to Market	16	Transportation Association of America	
Identification Plate	40	Plan	39
Industries Using Trucks	18, 28	Use	
Inter-city Trucks	28, 34	Coal	24
Integration Plan Opposed	39	Farm	16-23, 28, 30, 55
Inventory, Trucks	30-38	Fleets	18
Legislation		For-Hire	28, 30, 34
Size and Weight	48, 54	Industries	14, 18, 24, 25, 28
State Barriers	48	Marketing	15-23
Load, Average	15	Milk	22
Manufacturers, Truck	2	Occupations	28
Mileage		Private Shippers	18, 28
Trucks	28, 38	Size of Community	30, 42
Gasoline, Per Gallon	14	States	38, 47
Occupations	28, 38	Subcontracting	11
Trailers	28	Wartime	1, 4, 10-12
Tractors	38	Value, Trucks	44
		Vegetables, Trucked	16, 23
		Weight, State Limitations	48, 54



